TE 250R - 310R 2013
TE 310R 2013 USA
TXC 250R - 310R 2013 USA

Manuale utente_Owner's manual_Manuel d'utilisateur_Benutzerhandbuch_Manual del usuario

Husqvarna®

EN

Husqvarna®

TE 250R - 310R 2013
TE 310R 2013 USA
TXC 250R - 310R 2013 USA

Ed. 06-2012 - Rev. 00
Unless specified, data and prescription are referred to all the models.

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Note

- References to the "left" or "right" of the motorcycle are in the sense of a person facing forwards.

- Z: number of teeth
- A: Austria
  AUS: Australia
  B: Belgium
  BR: Brazil
  CDN: Canada
  CH: Switzerland
  D: Germany
  E: Spain
  F: France
  FIN: Finland
  GB: Great Britain
  I: Italy
  J: Japan
  USA: United States of America

- Where not specified, all the data and the instructions are referred to any and all Countries.

PRESENTATION

Welcome to the Husqvarna motorcycling Family!
Your new Husqvarna motorcycle is designed and manufactured to be the finest in its field.
The instructions in this book have been prepared to provide a simple and understandable guide for your motorcycle's operation and care.
Follow the instructions carefully to obtain maximum performance and your personal motorcycling pleasure. Your owner's manual contains instructions for owner care and maintenance.
The main work of repair or maintenance requires the attention of a skilled mechanic and the use of special tools and equipment.
Your Husqvarna dealer has the facilities, experience and original parts necessary to properly render this valuable service.
This "Owner's Manual" is part and parcel of the motorcycle, hence, this had to remain with the motorcycle even when sold to another user.
This motorcycle uses components designed thanks to systems and state of the art technologies which are thereafter tested in competition.
In competition motorcycles, every detail is verified after each race in order to always guarantee better performance. For correct functioning of the vehicle, it is necessary to follow the maintenance and control table found on Appendix A.

IMPORTANT NOTICES

1) The **TXC** models are guaranteed COMPETITION motorcycles exempt from functional defects, the suggested maintenance table for competition use is shown on Appendix A.

2) TE vehicles are STREET LEGAL motorcycles (with LIMITED POWER ENGINE); they are guaranteed exempt from functional defects and covered with legal guarantee, if the STANDARD CONFIGURATION is maintained and the suggested maintenance table, shown on Appendix A is observed.
If **TE** vehicles are transformed in COMPETITION MOTORCYCLES (with FULL POWER ENGINE), the suggested maintenance table for competition use is shown on Appendix A.

MOTOCROSS

EN

ENDURO

IMPORTANT

The reference for recognition of the guarantee will be the MOTORCYCLE CONFIGURATION, as shown below:

A) STANDARD MOTORCYCLE, STREET LEGAL: with LIMITED POWER ENGINE
B) COMPETITION MOTORCYCLE, RACING USE: with FULL POWER ENGINE

This motorcycles was not designed for long trips with the engine always at maximum rpm as can occur whilst travelling on roads or highways. Long trips at full throttle can cause severe damage to the engine.
This motorcycles is setup for competition use and therefore guarantees maximum performance with the rider alone. It is thereby not recommended to use the vehicle on circuits or off-road with a passenger.

ALWAYS keep in mind that these motorcycles have been designed strictly for competition use, that is, for conditions of usage very different from those presented on the road.

ALWAYS keep in mind that these motorcycles have been designed strictly for competition use, that is, for conditions of usage very different from those presented on the road.
In order to maintain the vehicle's "Guarantee of Functionality", the client must follow the maintenance program indicated in the user's manual by carrying out maintenance checks at authorized HUSQVARNA dealers. The cost for substituting parts and for the labour necessary in order to respect the maintenance plan, is charged to the client.
NOTE: the guarantee is EXTINGUISHED in the case where the motorcycle is rented.

Important Notice

Read this manual carefully and pay special attention to statements preceeded by the following words:

Warning*: Indicates a possibility of severe personal injury or loss of life if instructions are not followed.
Caution*: Indicates a possibility of personal injury or equipment damage if instructions are not followed.
Note*: Gives helpful information.

Parts Replacement

When parts replacement is required, use only Husqvarna ORIGINAL parts.

Warning*: After an upset, inspect the motorcycle carefully. Make sure that the throttle, brake, clutch and all other systems are undamaged. Riding with a damaged motorcycle can lead to a serious crash.

Warning*: Never attempt to start or operate your motorcycle unless you are wearing appropriate protective clothing. Always wear a motorcycle helmet, motorcycle boots, gloves, goggles and other appropriate protective clothing.

Warning*: This motorcycle is a state of the art competition bike. Do not attempt to start or ride this motorcycle until you have received expert instruction and are in excellent physical condition.

PRECAUTIONS FOR CHILDREN
WARNING

• Park the vehicle where it is unlikely to be bumped into or damaged. Even slight or involuntary bumps can cause the vehicle to topple over, with subsequent risk of serious harm to people or children.
• To prevent the vehicle from tipping over, never park it on soft or uneven ground, nor on asphalt strongly heated by the sun.
• Engine and exhaust pipes become very hot during riding. Always park your motorcycle where people or children can not easily reach these parts, in order to avoid serious burns.

IDENTIFICATION DATA

The engine number is printed on the upper side of the engine case, whereas the frame number is printed on the steering tube. Always state **the number stamped on the frame** (and write it on this booklet), when placing orders for spare parts, or when asking for informations about your motorcicle.

FRAME NUMBER

VEHICLE IDENTIFICATION NUMBER (V.I.N.)

The full 17 digit serial, or Vehicle Identification Number, is stamped on the steering head tube (R.H. side).

(●) = Model designation
(▲) = Model Year (2013)
(♦) = Progressive no.

TE 250

ZKHA300AADV000001
(●) (▲) (♦)

TE 310

ZKHA301AADV000001
(●) (▲) (♦)

TE 310 USA

ZKHKCEDG#DV000001
(●) (▲) (♦)

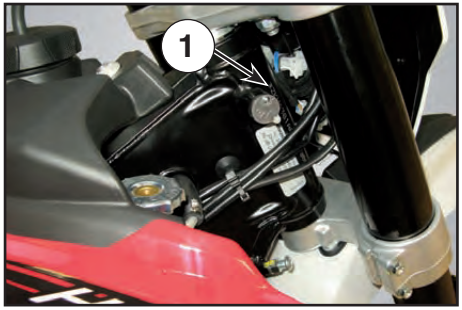
TXC 250 - USA

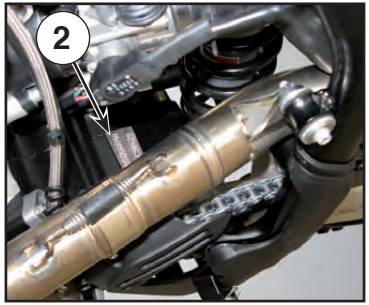
ZKHTX253#DV000001
(●) (▲) (♦)

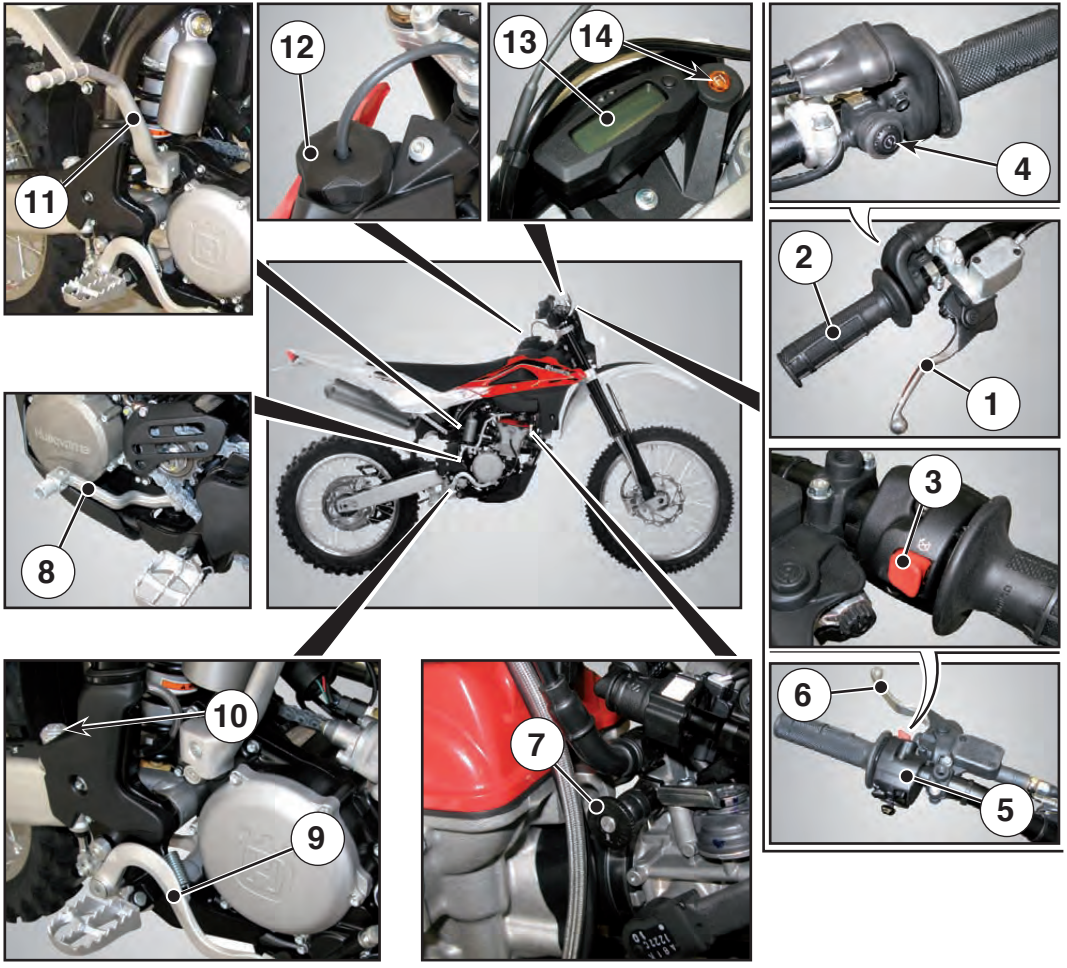
TXC 310 - USA

ZKHTX313#DV000001
(●) (▲) (♦)

1. Frame serial number **2.** Engine serial number







CONTROLS LOCATION (TE)

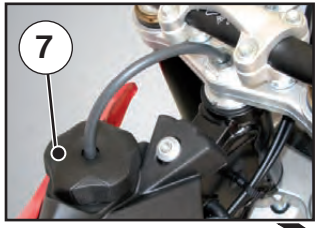
1. Front brake lever
2. Throttle twistgrip
3. Engine stop button
4. Engine start button
5. L.H. switch
6. Clutch control lever
7. Starting device
8. Gear shift pedal
9. Rear brake control pedal
10. Master cylinder
11. Kick start pedal
12. Fuel tank filler cap
13. Dashboard
14. FI Lamp - Operating failures

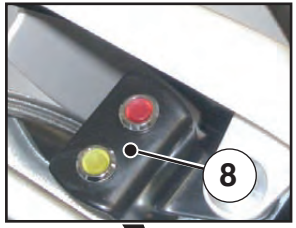
KEYS

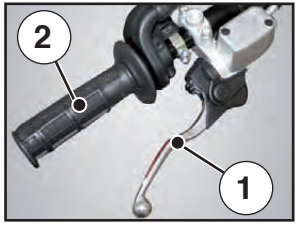
Two keys are supplied with the motorcycle (one of them is a spare key) to be used on steering lock.

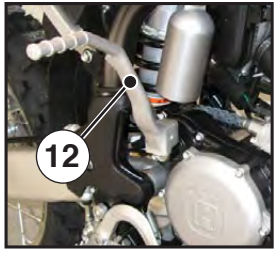
CONTROLS LOCATION (TXC)

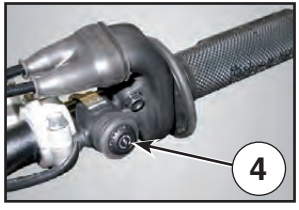
1. Front brake lever
2. Throttle twistgrip
3. ENIGINE STOP button (engine stop)
4. Engine start button
5. Clutch control lever
6. Starting device (for cold start)
7. Fuel tank filler cap
8. Control panel
9. Gear shift pedal
10. Rear brake control pedal
11. Master cylinder
12. Kick start pedal

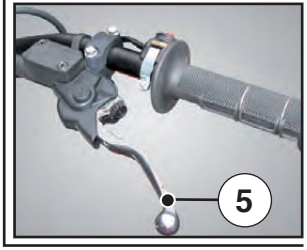


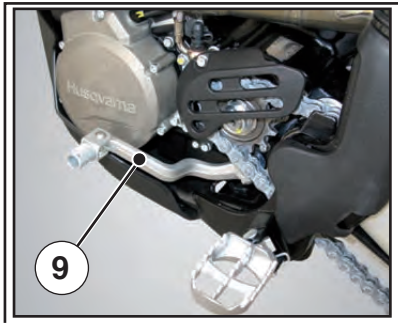


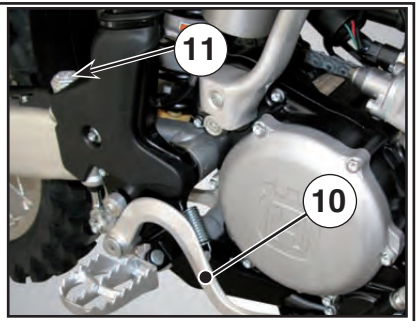


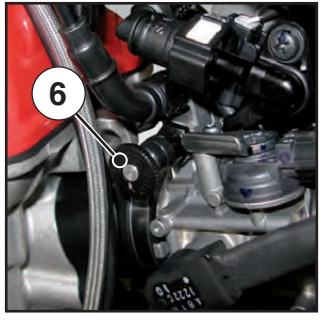












TECHNICAL DATA

ENGINE

Type.....single cylinder, 4 stroke
Cooling .....liquid, with electric fan on models

TE-TXC 250
Bore.....3,11 in. (79 mm)
Stroke.....2.00 in. (50,9 mm)
Displacement.....15,22 cu. in. (249,5 cm^3)
Compression ratio 13,6:1

TE-TXC 310
Bore.....3,23 in. (82 mm)
Stroke.....2,26 in. (57,3 mm)
Displacement.....18,46 cu. in. (302,44 cm^3)
Compression ratio 13:1

Starting..... electric

TIMING SYSTEM

Type.....4 titanium valves, controlled by twin finger follower type camshafts, mixed chain/gear drive system

Valve clearance (with engine cold)
Intake.....0,006 in. (0,15 mm)
Exhaust.....0,008 in. (0,20 mm)

LUBRICATION

Type...wet crankcase, lobe pump and cartridge and mesh filters

IGNITION

Type .....Electronic, inductive discharge, with adjustable advance (digital control)

Spark plug type .....NGK CR9EIA-9
Spark plug gap ..... 0.031÷0,035 in. (0,8÷0,9 mm)

FUEL SYSTEM

Type.....Electronic injection feed

PRIMARY DRIVE

Drive pinion gear- Clutch ring gear .....Z 17- Z 54
Transmission ratio.....3,176

CLUTCH

Type.....oil bath multiple disc clutch, hydraulic control

TRANSMISSION

Type.....constant mesh gear type
Transmission ratio
1st gear. ..... 2,142 (z 30/14)
2nd gear..... 1,750 (z 28/16)
3rd gear ..... 1,450 (z 29/26)
4th gear..... 1,227 (z 27/22)
5 th gear..... 1,041 (z 25/24)
6 th gear..... 0,884 (z 22/27)

SECONDARY DRIVE

Transmission sprocket- Rear wheel sprocket
(TXC) .....Z 13- Z 50
(TE) .....Z 13- Z 40
Transmission ratio
(TXC) 3,846
(TE). 3,076

FINAL RATIOS (TE)

1st gear. 20,926
2nd gear 17,096
3rd gear 14,165
4th gear. 11,987
5th gear. 10,169
6th gear. 8,636

FINAL RATIOS (TXC)

1st gear. 26,164
2nd gear 21,376
3rd gear 17,251
4th gear. 14,987
5th gear. 12,715
6th gear. 10,797

FRAME

Type.....Steel single tube cradle (roud, rectangular, ellipsoidal tubes); light alloy rear frame

FRONT SUSPENSION

Type . . . . . "Upside-down" telescopic hydraulic front fork with advanced axle (adjustable in compression and rebound stroke); stanchions tubes Ø 1.89 in. (Ø 48 mm)
Legs axis stroke .....11.8 in. (300 mm)

REAR SUSPENSION

Type..... progressive with hydraulic single shock absorber
Wheel stroke .....11.6 in. (296 mm)

FRONT BRAKE

Type . . . fixed disc Ø 10.23 in. (Ø 260 mm) "Wave" type with hydraulic control and floating caliper

REAR BRAKE

Type.... floating disc, Ø 9.45 in. (Ø 240 mm) "Wave" type with hydraulic control and floating caliper

RIMS

Front.....in light alloy: 1,6x21"
Rear.....in light alloy: 2,15x18"

TIRES

Front ..... 90/90x21"

Rear (TE - TXC)..... 120/90x18"
Rear (TE USA)..... 140/90x18"

Cold tire pressure
front (*) ..... 0,9÷1,0 Kg/cm²
front (%)..... 1,1 Kg/cm²
rear (*) ..... 0,8÷0,9 Kg/cm²
rear (%)..... 1,0 Kg/cm²

(*) In case of racing use - (%) Road use

DIMENSION, WEIGHT, CAPACITY

Wheelbase ..... 57.87 in. (1470 mm)

Overall length
(TE) ..... 88.98 in. (2260 mm)
(TXC) ..... 85.67 in. (2176 mm)

Overall width ..... 32.30 in. (820 mm)

Overall height ..... 50.79 in. (1290 mm)

Saddle height ..... 37.4 in. (950 mm)

Minimum ground clearance ..... 11.42 in. (290 mm)

Kerb weight, without fuel
(TE) ..... 249,12 lb. (113 kg) (250)
250,22 lb. (113,5 kg) (310)
(TXC) ..... 239,42 lb. (108,6 kg) (250)
240,52 lb. (109,1 kg) (310)

Fuel tank capacity..... Imp. Gall. 1.87
U.S. Gall. 2.25
8,5 l
(Qt. reserve included 2.02 Imp. Qt./2.43 U.S. Qt. - 2,3 l)

Coolant capacity .....0.79 Imp. Quarts
0.95 U.S. Quarts
900 cc

Transmission oil
Oil and oil filter replacement..... Imp. Quarts 0.79,
U.S. Quarts 0.95
900 cc
Oil replacement.....Imp. Quarts 0.75
U.S. Quarts 0.90
850 cc

TABLE FOR LUBRICATION, SUPPLIES

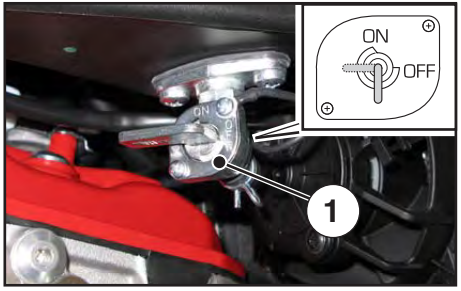
Engine, gearbox and primary drive lubricating oil
CASTROL POWER 1 RACING 10W-50
Engine coolant
CASTROL MOTORCYCLE COOLANT
Brake system fluid
CASTROL RESPONSE SUPER DOT 4
Clutch fluid
CASTROL RESPONSE SUPER DOT 4
Grease lubrication
CASTROL PASTE TA GREASE
Final drive chain lubrication
CASTROL CHAIN LUBE RACING
Front fork oil
Kayaba KHL15-11
Oil for rear shock absorber
CASTROL SYNTHETIC FORK OIL 5W
Electric contact protection
CASTROL METAL PARTS CLEANER
CASTROL MOTORCYCLE DWF
Fillers for radiator
AREXONS TURAFALLE LIQUIDO

CONTROLS

FUEL COCK

There is an ON-OFF fuel cock (1) on the right side of the tank; make sure it is always on "ON" position.
There is a screw-type fuel cock (2) on the right side of the tank; make sure it is always in its max. opening position.
On these models, the cocks operate only as by-passes; ON-OFF cock has a fuel level sensor which sends the reserve indication to a light on the instrument panel (TE) or on the control panel (TXC).

WARNING*: Be careful not to touch the hot engine while operating the fuel valve.



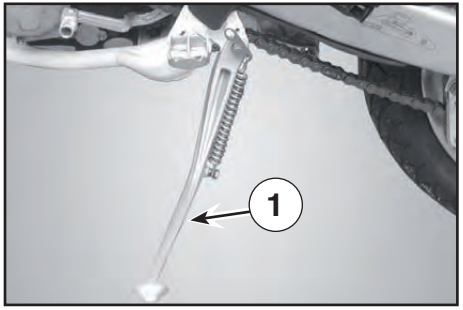
SIDE STAND

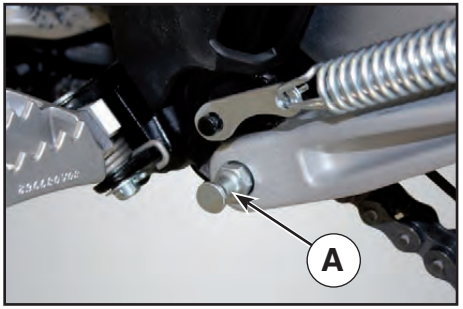
These models have a side stand (1) on the left side of the motorcycle.

WARNING*: The stand is designed to support the weight of the MOTORCYCLE ONLY. Do not sit on the motorcycle using the stand for support as this could cause structural failure to the stand and could cause serious bodily injury.

WARNING*: The motorcycle MUST be set on the side stand ONLY AFTER the rider has got off the vehicle. Stand AUTOMATICALLY folds back to rest position once the vehicle is vertical, no longer resting on the ground.

Periodically check the side stand (see "Periodical maintenance card"); check that the springs are not damaged and that the side stand freely moves. If the side stand is noisy, lubricate the fastening pivot (A).





FUEL

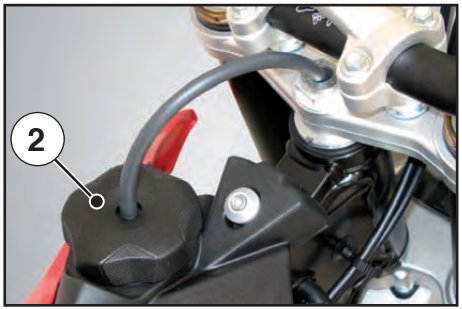
Recommended fuel: premium grade unleaded fuel. (R.O.N. 96 ÷ 98).

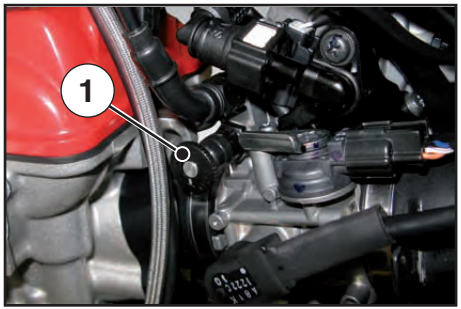
WARNING*: Gasoline is extremely flammable and can be explosive under certain conditions. Always stop the engine and do not smoke or allow flames or sparks in the area where the motorcycle is refueled or gasoline is stored.

WARNING*: Do not overfill the tank. After refueling, make sure the tank cap (2) is closed securely.

COLD START

The motorcycle is equipped with a knob (1) positioned on throttle body for cold start. Pull the knob towards the outside to activate the starter, and on the opposite direction to deactivate it.





DIGITAL INSTRUMENT, WARNING LIGHTS (TE)

The motorcycle is equipped with a digital instrument; on the instrument are located 3 warning lights too: high beam, blinkers and fuel reserve.

1- BLUE warning light "HIGH BEAM"
2- GREEN warning light "BLINKERS"
3- ORANGE warning light "Fuel reserve"
The dashboard is activated only after the engine has been started.

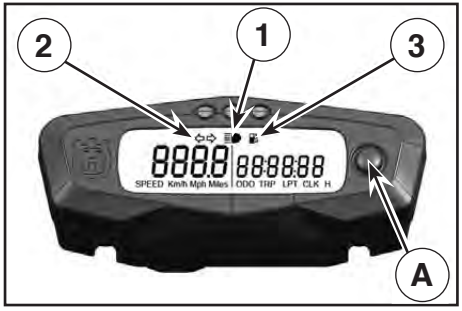
NOTES
- Every time the engine is started, the dashboard shows the SW version for the first 2 seconds; after the check routine, the dashboard shows the last planned function.
- A few seconds after the engine has been turned off, the dashboard is deactivated.
- To select the instrument functions and to set to zero the functions, use the SCROLL knob (A).
- The instrument functions are the following, as shown below.

1- SPEED / ODO
2- SPEED / CLOCK
3- SPEED / TRIP
4- SPEED / CHRONO
5- SPEED / HOUR COUNTER (H)
1- SPEED / ODO
.....

1- SPEED (Km/h or mph) / ODO

- SPEED: motorcycle speed- maximum value: 299 Km/h or 299 mph;
- ODO: odometer- maximum value: 99999 km;

To go from Km to Miles or from Miles to Km, visit the nearest Husqvarna dealer.



2- SPEED / CLOCK

- SPEED: motorcycle speedmaximum value: 299 Km/h o 299 mph;
- CLOCK: clock- Reading from 0:00 to 23:59:59;

To reset the clock, push the knob SCROLL (A) for more than 3 seconds in order to increase the hours; release the knob and then, after 3 seconds, it is possible to increase the minutes;

3- SPEED / TRIP

- SPEED: motorcycle speedmaximum value: 299 Km/h o 299 mph
- TRP: distance- maximum value: 999.9 km (the data will be lost after battery detachment).

To reset TRIP, push the SCROLL button (A) and hold for more than 3 seconds.

4- SPEED / CHRONO (LPT)

- SPEED: motorcycle speedmaximum value: 299 Km/h o 299 mph;
- LPT: miles/kilometers covered time;
- Reading from 0:00 to 99:59:59 (the data will be lost after battery detachment).

To activate the function LPT, push the knob SCROLL (A) for more than 3 seconds.

- 1st step: function ON;
- 2nd step: stop to the counters;
- 3rd step: LPT reset;
- 4th step: function ON;
- 5th step: stop to the counters;

.....

and so following

5- SPEED / HOUR COUNTER (H)

- SPEED: motorcycle speedmaximum value: 299 Km/h o 299 mph;
- H: it indicates engine operating hours and minutes.
- Data will be lost after disconnecting the battery.
- To activate the function hour counter (H), push the SCROLL button (A) and hold for more than 3 seconds.

FI LAMP - OPERATING FAILURES (TE)

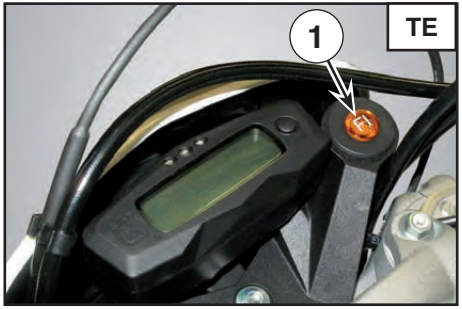
FI Lamp (1) is located on the side of the digital dashboard.

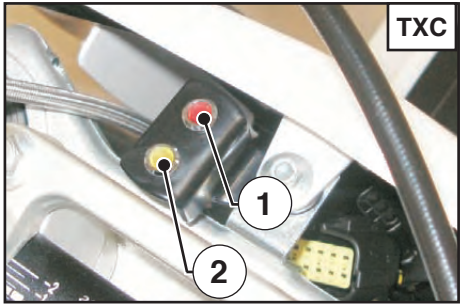
WARNING LIGHTS PANEL (TXC)

The motorcycle is fitted with a small warning lights panel with two warning lights:

1 - Red "FI LAMP" warning light (operating failures)
2 - Yellow warning light "FUEL RESERVE"

NOTE: FI LAMP - OPERATING FAILURES (TE - TXC)
IN THE EVENT OF ENGINE AND/OR INJECTION SYSTEM MALFUNCTION, THE WARNING LIGHT WILL START BLINKING, THUS COMMUNICATING A FAILURE.
IF THE WARNING LIGHT TURNS ON, PAY ATTENTION NOT TO RUN THE ENGINE AT FULL THROTTLE AND CONTACT THE NEAREST HUSQVARNA DEALER.





THROTTLE CONTROL

The throttle knob (1), is located on the right hand side of the handlebar. The position of the throttle control can be adjusted by loosening the two fastenig screws (A).

CAUTION

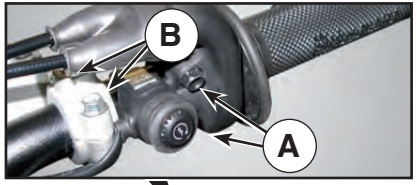
Do not forget to tighten the screws (A) after the adjustment.

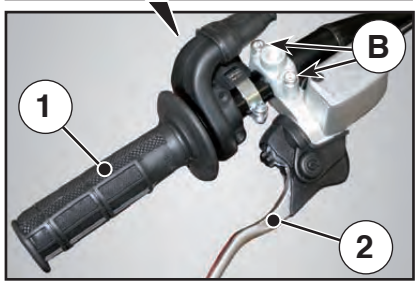
FRONT BRAKE CONTROL

The brake control lever (2) is located on the right hand side of the handlebar. The position of the throttle control can be adjusted by loosening the two fastenig screws (B).

CAUTION

Do not forget to tighten the screws (B) after the adjustment.





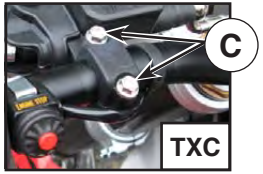
CLUTCH CONTROL

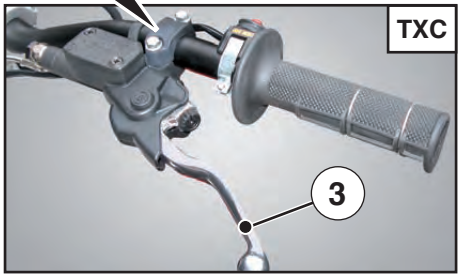
The hydraulic clutch control lever (3) is located on the left-hand side of the handlebar and is protected against dirt with a rubber guard.

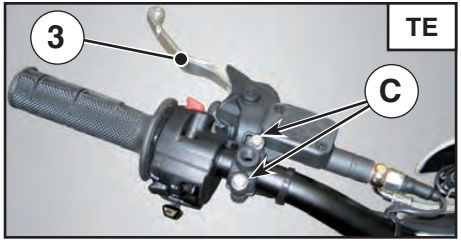
The position of the clutch control on handlebar can be adjusted by loosening the retaining screws (C).

CAUTION

Do not forget to tighten the screws after the adjustment.







STEERING LOCK (TE)

The motorcycle is equipped with a steering lock (1) on the R.H. side of the steering head tube.

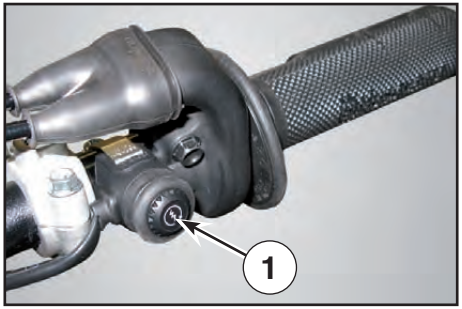
To lock it, procede as follows:

turn the handlebar leftwards, place the key in lock and turn counterclockwise. Push the key inwards (if necessary, turn to and from). Turn the key clockwise and remove it from the lock.

To unlock the steering lock, reverse the above procedure.

ENGINE START BUTTON

The engine start button (1) is located on the handlebar right-hand side.



L.H. HANDLEBAR COMMUTATOR (TE)

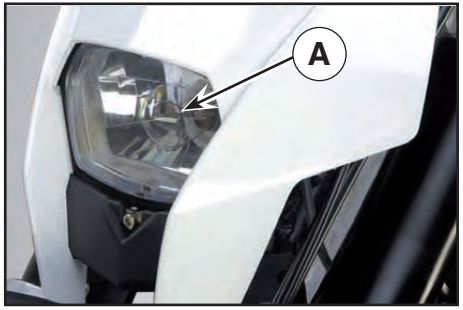
Controls:
- Headlamp (A)
1) Selection control High beam
   Selection control Low beam

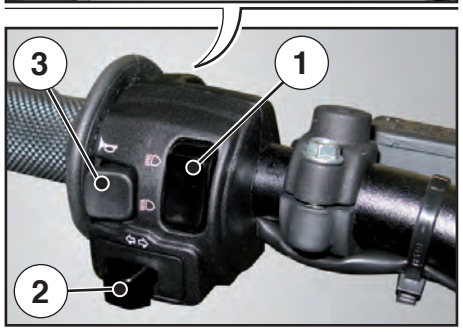
- Turn signals (B), (C)
2) Left turn signals (automatic return)
   Right turn signals (automatic return)

To deactivate the turn signals, press the control lever after its returning to center.

3) Warning horn.

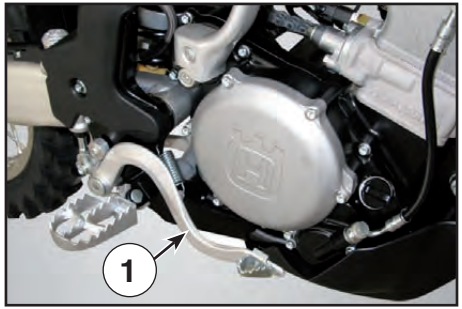
4) Engine stop button.





REAR BRAKE CONTROL

The rear brake control (1) is placed on the right-hand side of the motorcycle.



GEAR SHIFT CONTROL

The lever (1) is placed on the left-hand side of the engine. The operator must release the lever after each gear change to allow it to return to its central position before another gear change can be made.

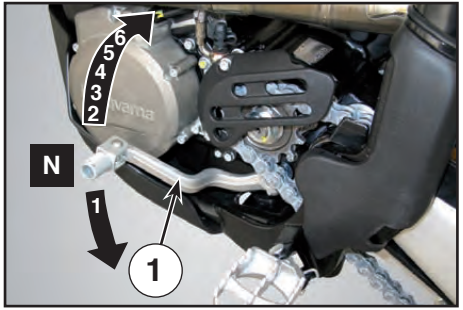
Neutral position (N) is between first (low) and second gears. First gear is engaged by pushing the lever downwards; all the other gears are engaged, by pushing the lever upwards.

The position of the gear shift lever on the shaft can be varied by:

- loosening screw;
- pulling lever out;
- placing lever in new position on the shaft when the operation is over tighten the screw and then tightening the screw.

CAUTION*: Do not shift gears without disengaging the clutch and closing the throttle. The engine could be damaged by overspeed and shock.

N: Neutral



WARNING*: Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.

EN

RIDING

BEFORE EVERY RIDE MAKE FOLLOWING CHECKS

WARNING!

Before each ride, to prevent accidents or failures during ride, make sure to go through following list.

1. **Check all fluids**
   A. Engine-transmission oil level
   B. fuel level
   C. coolant level

Make sure all caps are properly adjusted.

WARNING*: Don't remove radiator cap when hot!

2. **Check all controls**
   A. Throttle handgrip
   B. Clutch lever
   Make sure cables are not damaged and turn smoothly.
3. **Check brakes**
   Look for brake fluid leaks and worn hoses. Check for proper functioning.
4. **Check suspensions**
   Compress fork and rear suspensions. Look for oil leaks and ensure proper functioning.
5. **Check wheels**
   Check spokes and look for worn bearings.
   Check rims and tyres.
   Check tyre pressure.
6. **Check chain rollers and sprockets**
   Check wear on chain rollers and sprockets
   Ensure chain is correctly adjusted and lubricated.
7. **Check air filter and intake system**
   Check that air filter is clean
   Check all rubber connections and clamps.
8. **Check exhaust system**
   Check hook up, look for cracks
   Check muffler.
9. **Check torque**
   A. Spark plug.
   B. General check of torque
10. **Check steering action**
    Check bearing play.
11. **Check the electric system (TE).**
    Start the engine and check that the front and rear lamps, the stop light, the turn signals the cluster warning lights and the horn are working correctly.

WARNING*: Failure to perform these checks every day before you ride may result in serous damage or a severe accident.

RUNNING IN

Before using the motorcycle for sporting activities run in the engine for two hours at least to increase the life and the performance of the engine.
During the first half-hour of driving we advise keeping a low speed and avoiding sudden accelerations. Never open the throttle fully.
Change the oil and carry out all the necessary maintenance operations. After the first half-hour of driving, lightly increase the rev number, but never run the engine at full throttle. Never keep low speeds when the high gears are inserted.
Slowly drive the motorcycle for two hours before using it for sporting activities.

CHECKS DURING RUNNING

- SPOKE TENSION OF WHEELS;
- TIGHTENING OF WHEELS;
- FORK PIN TIGHTENING;
- CHAIN ADJUSTMENT;
- STEERING BEARING PLAY;
- HANDLEBAR TIGHTENING;
- ENGINE GRIP TO FRAME;
- SUCTION FITTING GRIP;
- HEAD AND CYLINDER NUTS GRIP;

OFTEN CHECK THE BATTERY CHARGE CONDITION

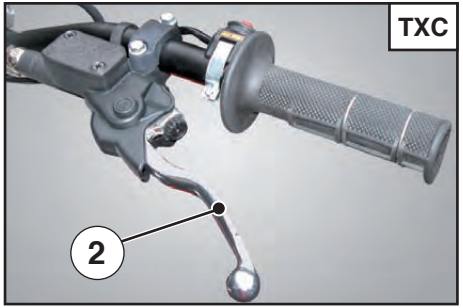
ENGINE START

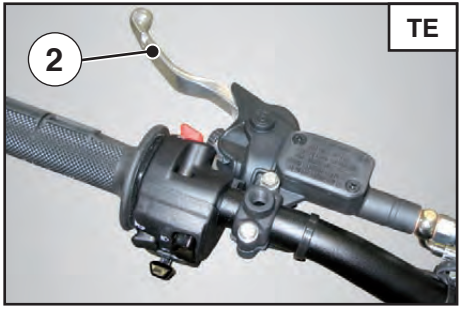
With cold engine, as after a prolonged inactivity of the motorcycle or in presence of a low external temperature, proceed as follows:

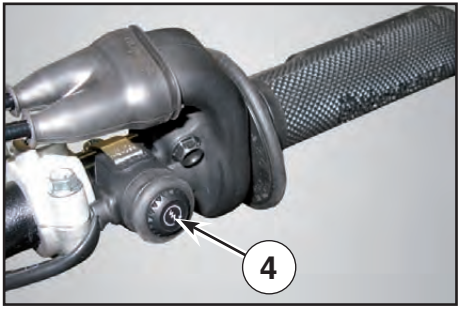
1) pull knob (1) towards the outside;
2) pull clutch lever (2) and hold it in place;
3) shift gear pedal (3) to neutral position;
4) press start button (4);
5) release the clutch lever (2);
6) take starter knob (1) back to its initial position as soon as engine stays idle.
   When a cold engine has just been started, do not increase revs, to ensure an adequate oil warm-up and circulation.

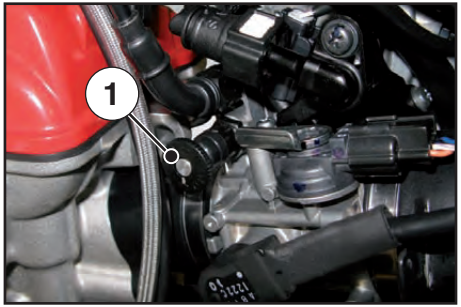
IMPORTANT
NEVER START WITH DISCONNECTED BATTERY.

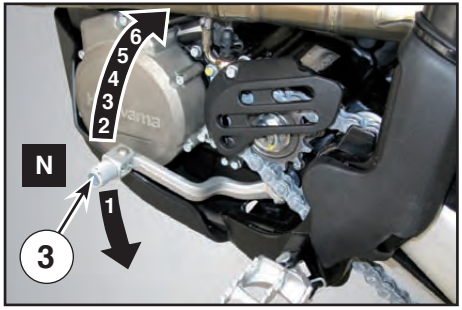
IMPORTANT
DO NOT OPERATE THE THROTTLE CONTROL WHILE STARTING-UP.











IMPORTANT NOTE IN CASE OF COLD STARTS AT LOW TEMPERATURES

It is recommended to briefly warm-up the engine at idle until, after having disengaged the starter, there is a normal response from the engine when opening the throttle.
In this way the oil can reach all the surfaces needing lubrication and the coolant will reach the necessary temperature for correct engine function.Avoid overheating the engine.

IMPORTANT
Never accelerate the engine after a cold start.

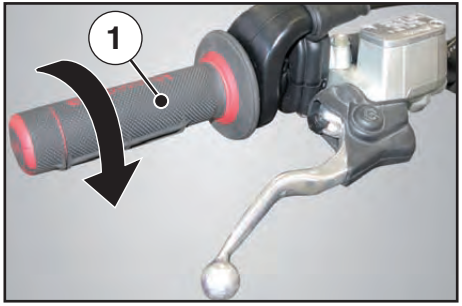
WARNING*: Exhaust contains poisonous carbon monoxide gas. Never run the engine in a closed garage or in a confined area.

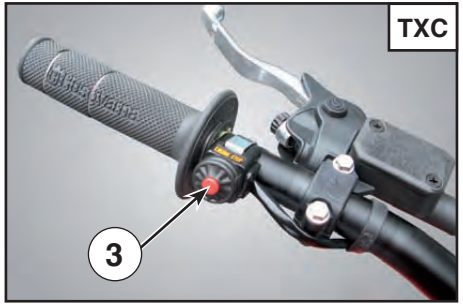
STOPPING THE MOTORCYCLE AND THE ENGINE

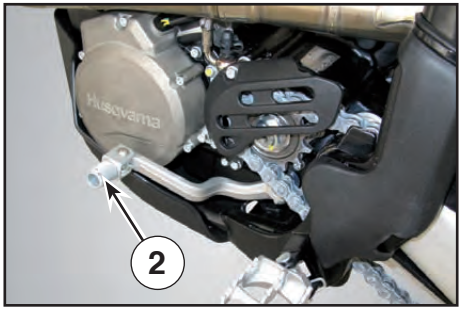
- Close the throttle (1) completely so that the engine will help slow down the motorcycle.
- For normal braking, gradually apply both front and rear brakes while down shifting (for maximum deceleration, apply the front and rear brakes firmly).
- Before the motorcycle stops, pull the clutch lever and shift gear lever (2) into neutral position.
- Press the engine stop button (3).

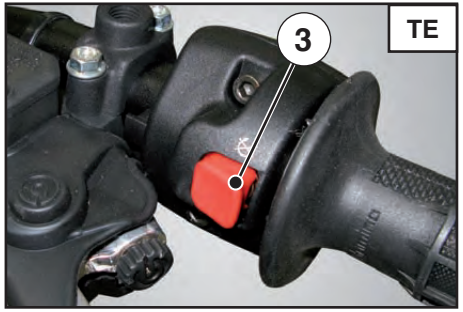
WARNING*: Independent use of the front or rear brake may be advantageous under certain conditions. Use caution when using the front brake, especially on slippery surfaces. Improper use of the brakes can lead to a serious crash.

WARNING*: In the event of a stuck throttle or other malfunction that causes the engine to run uncontrollably, pull the clutch lever IMMEDIATELY and press the engine stop switch. Control the motorcycle by normal use of the brakes and steering while holding the engine stop button down.









CHECKING THE OIL LEVEL

Keeping the motorbike level and in a vertical position, check the oil level through the inspection (1) window on the right crankcase. Make sure the level is in between the MIN and MAX notches.
To fill up, remove the filler cap (2).

Note*: Have this operation made with warmed-up engine.

WARNING*: Be careful not to touch hot engine oil.

ENGINE OIL REPLACEMENT AND BAG FILTERS-FILTER CARTRIDGE CLEANING OR REPLACEMENT

WARNING*: Be careful not to touch hot engine oil.

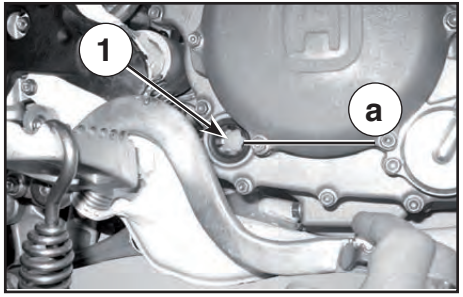
Drain the oil with WARM ENGINE; proceed as follows:
- remove oil filler cap (2);
- remove the engine lower guard (A);
- place an oil drain pan under the engine block;

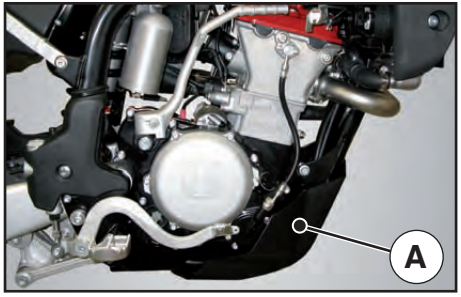
TE - TXC 250
- Remove the oil drain cap (3), the mesh filter (4) and drain the old oil;

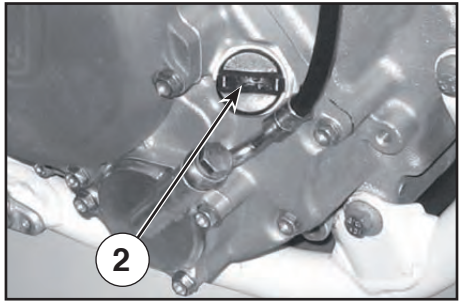
TE - TXC 310
- loosen tie (3a) without disconnecting tube (3b);
- unscrew hose tail (3c), remove mesh filter (4) and drain the used oil.

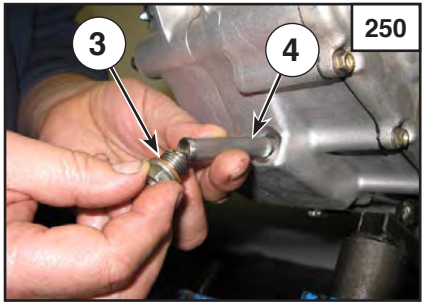
- Clean the mesh filter with benzine;
- in order to replace the filter cartridge (5), unscrew the three fastening screws then the filter cartridge cover (6).

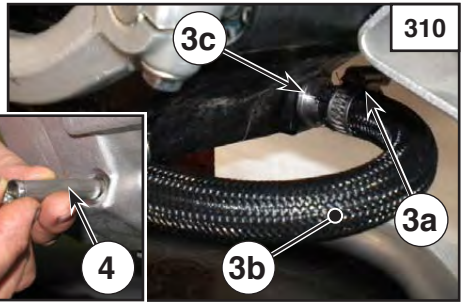
Once the oil filters have been cleaned-replaced, fit the parts back in, in the opposite sequence to the disassembly, and pour in the prescribed amount of oil, as listed in the LUBRICATION TABLE.











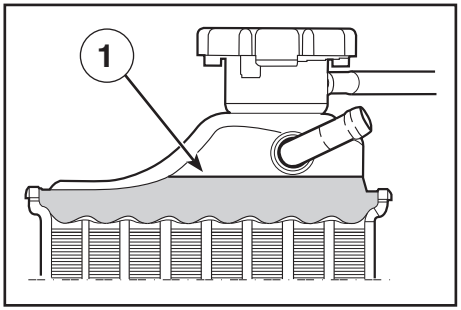
COOLANT LEVEL CHECK

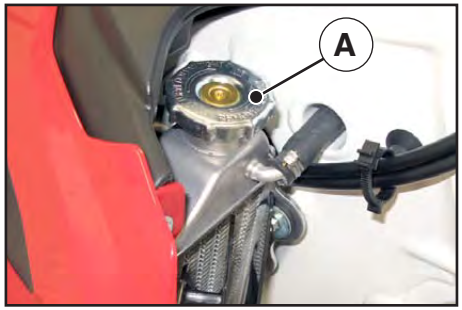
Check level (1) in right-hand radiator when engine is cold (place the motorcycle so that it is perpendicular to the ground). The coolant should be approximately 10 mm above cells and besides.

The radiator cap (A) is provided of two unlocking positions, the first being for the previous pressure discharge in the cooling system.

WARNING
Avoid removing radiator cap when engine is hot, as coolant may spout out and cause scalding.

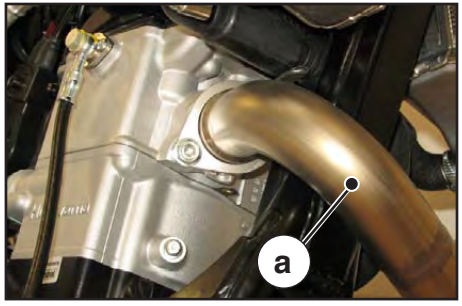
NOTE
Difficulties may arise in eliminating coolant from varnished surfaces. If this occurs, wash off with water.

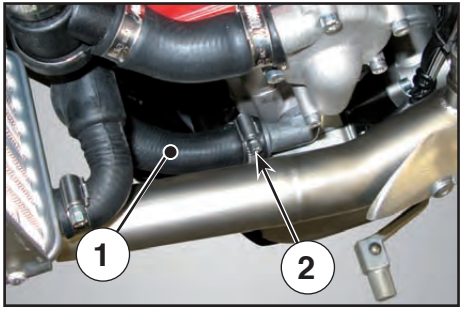




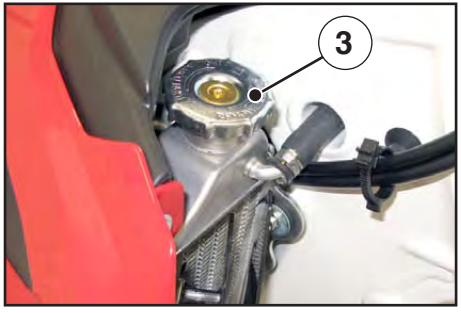
REPLACEMENT OF COOLING FLUID

Place a vessel on the L.H. side of the cylinder, under the Piping (1). Remove the exhaust pipe (a). Loosen the pipe strap (2) of the piping (1), take the pipe off the fitting that secures it to the engine, then SLOWLY open the R.H. radiator cap (3); slope the motorcycle on the left side to drain the coolant easily in the vessel.
When finished, refit the hose (1), secure it with the clamp (2) and refit the drain hose.

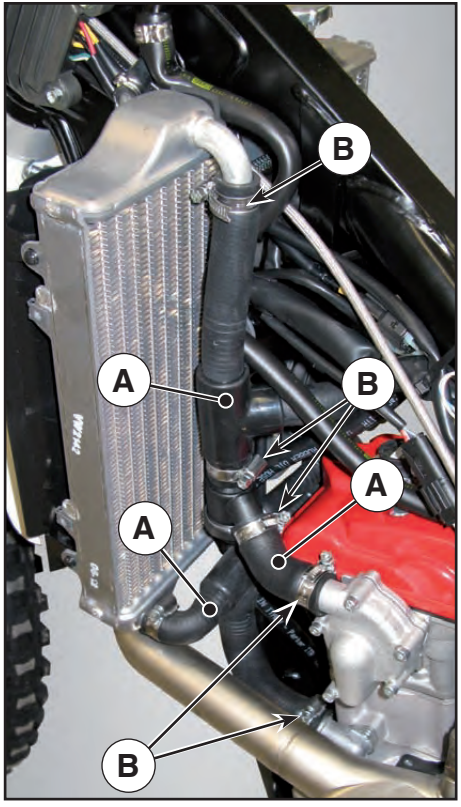




Pour the necessary quantity of coolant in the radiator then warm up the engine in order to eliminate any possible air bubbles. Periodically check the connecting hoses (see "Periodical maintenance card"): this will avoid coolant leakages and consequent engine seizure: If hoses (A) show cracks, swelling or hardenings due to sheats desiccation, their replacement shall be advisable. Check the correct tightening of the clamps (B).



A: Piping
B: Clamps



THROTTLE CABLE ADJUSTMENT

To check the correct adjustment of the throttle operate as follows:

- Remove rubber caps (1);
- by moving the opening cable (2) back and forth, check that free play is 3 mm;
- by moving the closing cable (3) back and forth, check that free play is 1 mm;
- if it does not happen, loosen the nut (4) and appropriately turn the adjuster screw (5);
  (loosen it to decrease clearance, tighten it to increase it);
- after adjustment block the nut (4).

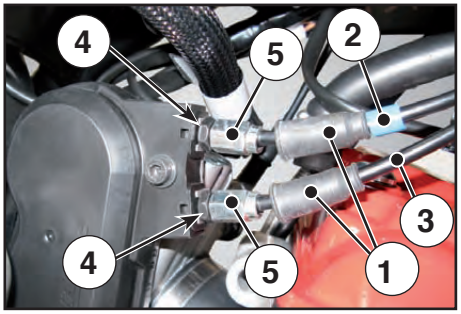
WARNING*: Operation with damaged throttle cable could result in an unsafe riding condition.

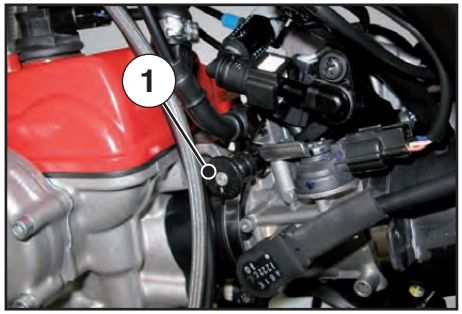
WARNING*: Exhaust gas contains poisonous carbon monoxide gas. Never run the engine in a closed area or in a confined area.

ADJUSTING THE IDLE

Adjust the carburetor with warm engine and with the throttle control in closed position. Proceed as follows:

- turn the knob (1) on the left side of the throttle body of about 34 clicks from the fully closed position, checking with the suitable device that revs are of about 1,950 RPM (turn clockwise to increase the speed and counter clockwise to reduce it).





SPARK PLUG CHECK

The correct type of spark plug and electrode gap is indicated in the "Technical data" section.

A wider gap may cause difficulties in starting the engine and overload the coil.
A narrower gap may cause difficulties when accelerating or idling or poor performance at low speed.

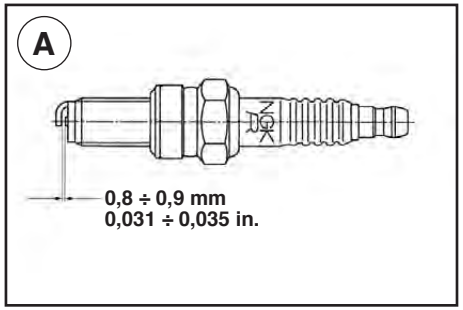
- Remove the connector (1) from the coil (2).
- Loosen the two screws (3), remove coil (2) and retaining bracket (4), and then remove the spark plug.
  NOTE: during refitting, check that the gasket (5) is correctly positioned; the reference lug (6) must correspond with the retaining bracket (4) gap (7)

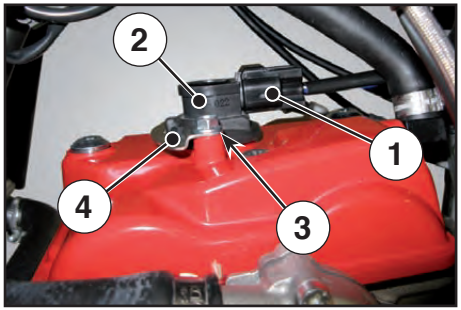
It is very useful to examine the state of the spark plug just after it has been removed from the engine since the deposits on the plug and the colour of the insulator provide useful indications.

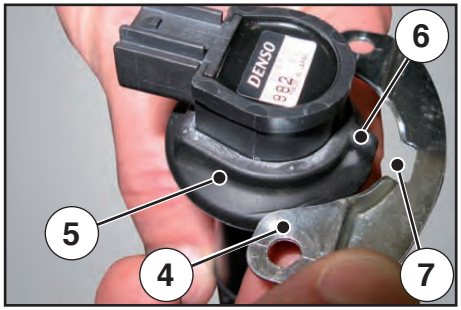
Correct heat rating:
The tip of the insulator should be dry and the colour should be light brown or grey.
High heat rating:
In this case, the insulator tip is dry and covered with dark deposits.
Low heat rating:
In this case, the spark plug is overheated and insulator tip is vitreous, white or grey in colour.

CAUTION*:
If necessary, replace the spark plug with one of the same type and heat rating (see the technical data section).

Apply a little graphite grease to the spark plug thread; fit and screw the spark plug by hand then tighten to the torque of 10÷12 Nm-7.4÷8.9 ft/lb. Loosen the spark plug then tighten it again to the torque of 10÷12 Nm-7.4÷8.9 ft/lb (1÷1,2 Kgm - 7.4÷8.9 ft/lb). Spark plugs which have cracked insulators or corroded electrodes should be replaced.



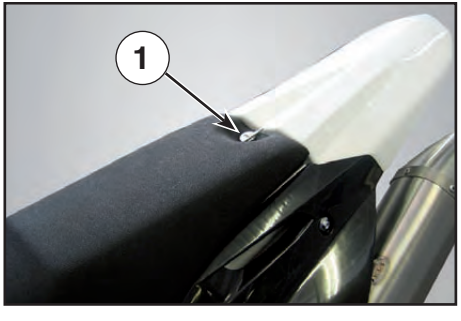


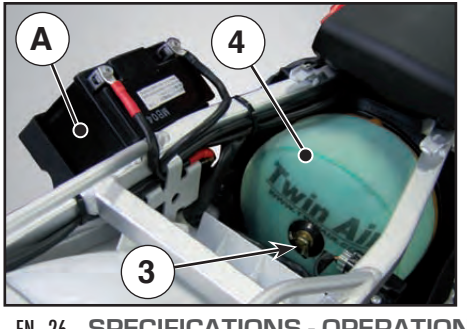


AIR FILTER CHECK (TXC)

Turn rear pin (1) counterclockwise, remove the saddle from the front afstening screw.

Take out the battery (A) and place it sideways on the vehicle. Remove screw (3) and the filter (4). Separate filter (5) from frame (6).



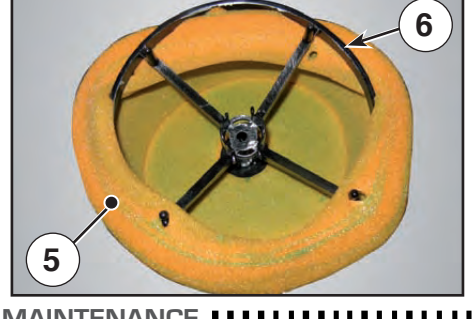


AIR FILTER AND CLEANING (TXC)

Wash the filter with a specific detergent then dry it fully (wash filter with gasoline only in case of necessity).
Plunge the filter in special oil for filters, then wring it to drain superfluous oil.

CAUTION*: Do not use gasoline or a low flash-point solvent to clean the element. A fire or explosion could result.

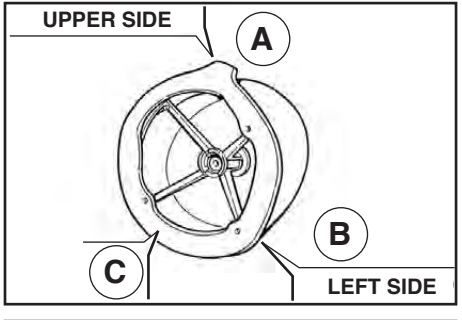
CAUTION*: Clean the element in a well ventilated area, and do not allow sparks or flames anywhere near the working area.



ASSEMBLY (TXC)

To ensure tight fit, slightly (C) grease filter edge on side facing filter housing.
While re-inserting the filter into its housing, make surs that piece (A) is turned upwards and edge (B) is on the left lower side of the filter case. Reassemble the parts previously removed (battery: connect the positive cable first).

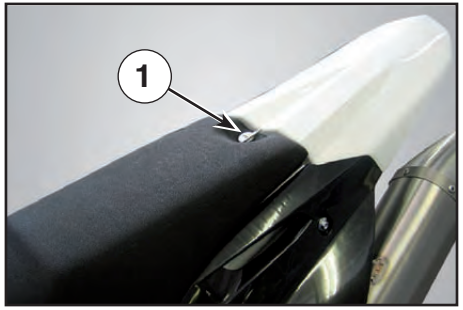
CAUTION*: If the element assembly is not installed correctly, dirt and dust may enter and the engine resulting in rapid wear of the piston rings and cylinder.

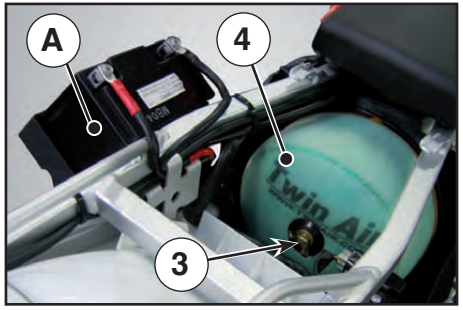


AIR FILTER CHECK (TE)

Turn rear pin (1) counterclockwise, remove the saddle from the front afstening screw.

Take out the battery (A) and place it sideways on the vehicle. Remove screw (3) and the filter (4). Separate filter (5) from frame (6).



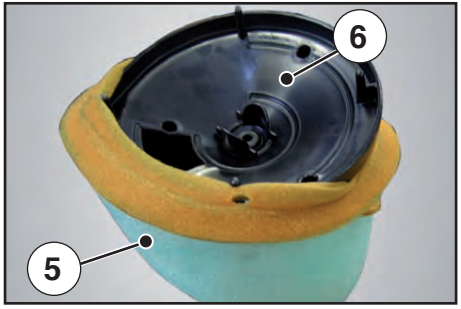


AIR FILTER AND CLEANING (TE)

Wash the filter with a specific detergent then dry it fully (wash filter with gasoline only in case of necessity).
Plunge the filter in special oil for filters then wring it to drain superfluous oil.

CAUTION*: Do not use gasoline or a low flash-point solvent to clean the element. A fire or explosion could result.

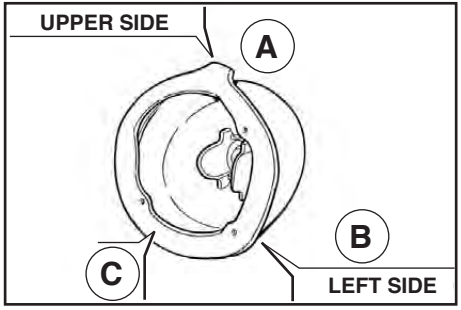
CAUTION*: Clean the element in a well ventilated area, and do not allow sparks or flames anywhere near the working area.



ASSEMBLY (TE)

To ensure tight fit, slightly (C) grease filter edge on side facing filter housing.
While re-inserting the filter into its housing, make surs that piece (A) is turned upwards and edge (B) is on the left lower side of the filter case. Reassemble the parts previously removed (battery: connect the positive cable first).

CAUTION*: If the element assembly is not installed correctly, dirt and dust may enter and the engine resulting in rapid wear of the piston rings and cylinder.



STEERING WHEEL BALL PLAY ADJUSTMENT

To ensure maximum safety, the steering wheel should always be regulated so that the handlebars steering the motorcycle rotate freely without play. To check steering wheel adjustment, place kick stand or other support under the engine so that the front wheel is raised from ground.
Place slight pressure on the tips of the handlebars to rotate steering wheel; the handlebars should also rotate without effort.

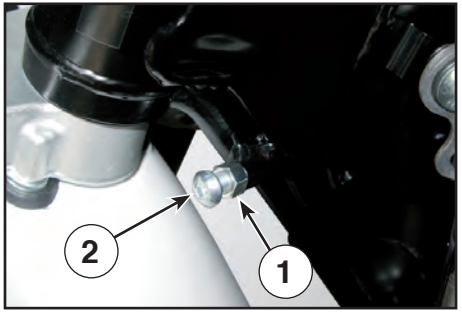
Stand in front of the motorcycle and grasp the lower end of the fork rods sliders moving them in the direction of their axis. Se si avverte gioco occorrerà eseguire la regolazione operando come segue:

- loosen steering sleeve nut (1).
- Loosen screws that fix steering head to fork rods (3). Turn the steering ring nut (2) clockwise of the steering sleeve proper tool, to adjust play properly.
- Tighten steering sleeve nut (1) to a torque setting of 80÷90 Nm (8÷9 Kgm) (59÷66,38 ft/lb).
- Tighten screws on the steering head (3) to a torque of 22,5÷26,5 Nm (2,3÷2,7 Kgm) (16,9÷19,5 ft/lb).

CAUTION*: Do not ride a motorcycle with damaged steering stem bearings. An unsafe handling condition can result.

LOCK ADJUSTMENT

The lock can be changed, using the adjusting units on the sides of the steering tube, as follows: loosen the ring nut (1) and turn the adjusting screw (2) until you have the desired angle, then tighten the ring nut again (1). Change by the same amount on both sides.



ADJUSTMENT OF THE CONTROL LEVER AND CHECK OF THE FRONT BRAKE FLUID LEVEL

The adjuster (2), located on the control lever, allows adjusting of the free play (a).
Free play (a) must be at least 10 mm (0,39 in.).
The level of the fluid in pump reservoir must never be below the minimum value (1), which can be checked from the window on the rear side of the pump body.
A decrease of the fuel level will let air into the sustem, hence an extension of the level stroke.

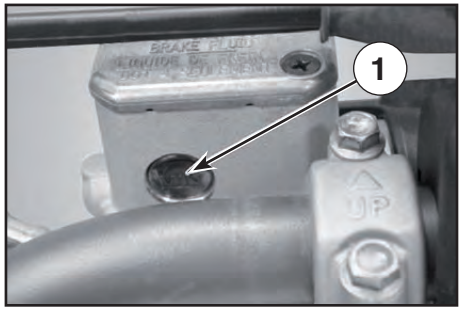
WARNING*: If the brake lever feels mushy when it is applied, there may be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized HUSQVARNA dealer.

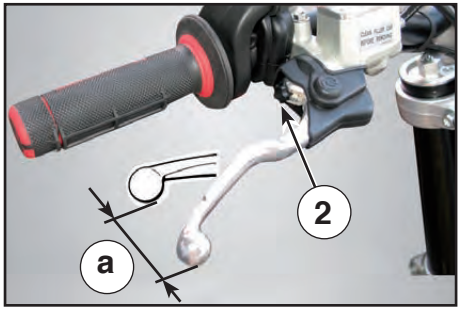
CAUTION*: Do not spill brake fluid on to any painted surface or lenses.

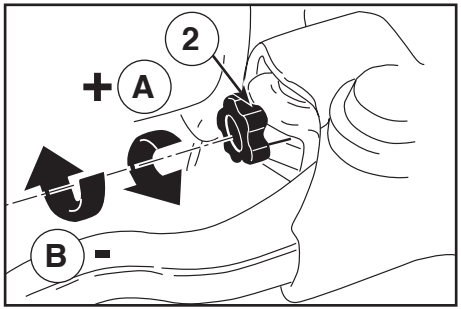
CAUTION*:Do not mix two brands of fluid. Change the brake fluid in the brake line if you wish to switch to another fluid brand.

CAUTION*: Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.

A: to encrease clearance
B: to decrease clearance







REAR BRAKE PEDAL POSITION ADJUSTMENT

The position of the rear foot brake pedal as to the footrest may be adjusted according to the individual needs. For the adjusting proceed as follows:
- loosen the screw (1);
- turn the cam (2) in order to adjust the brake pedal idle stroke (A);
- the operation done, tighten the screw (1).

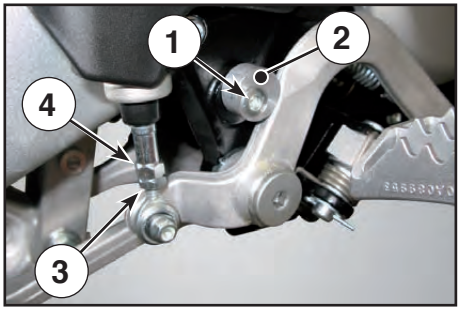
Once this operation is completed, it is necessary to check/adjust the free play of the pedal as well, according to the instructions below.

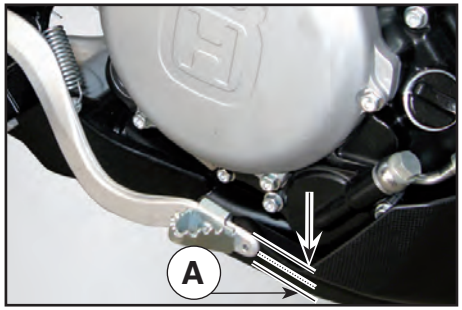
REAR BRAKE IDLE STROKE ADJUSTMENT

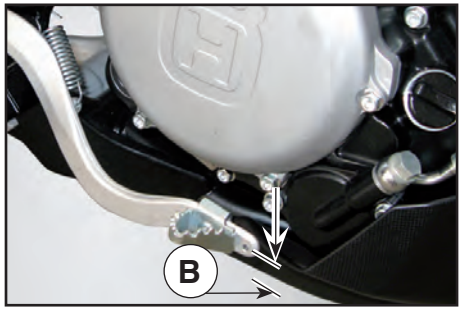
The rear brake foot pedal should have a (B) 5 mm (0,2 in.) idle stroke before starting the true braking action.

Should this not happen, operate as follows:
- loosen nut (3);
- operate the pump rod (4) to increase or decrease the idle stroke;
- tighten nut (3) at the end of the operation.

WARNING
When the idle stroke figures are not met, the brake pads will be subjected to a fast wear that may bring to the TOTAL BRAKE INEFFECTIVENESS.

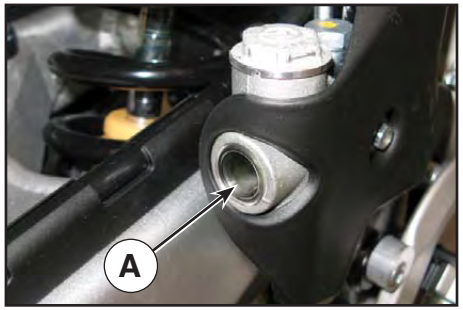






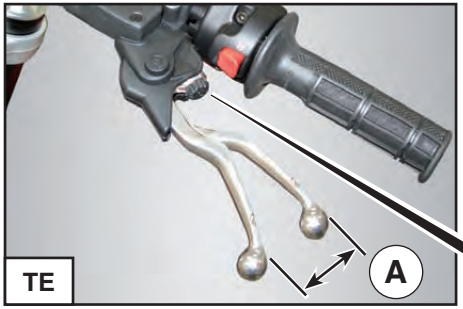
CHECKING THE FLUID LEVEL

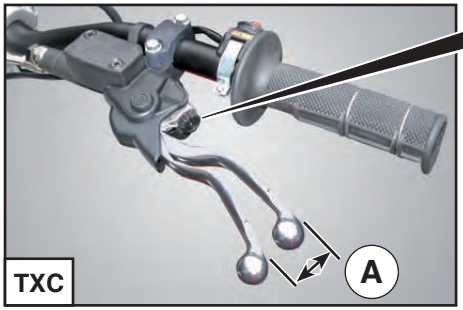
The level (A) must be set between the pump tank notches.

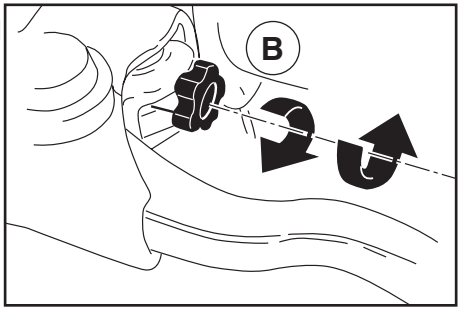


ADJUSTMENT OF THE HYDRAULIC CLUTCH CONTROL LEVER

Free play (A) must be at least 10 mm (0,39 in.).
The lever position can be adjusted for any driver hand size.
To decrease the lever distance from the handle grip, rotate the adjuster (B) CLOCKWISE.
To increase the lever distance from the handle grip, rotate the adjuster (B) COUNTERCLOCKWISE.







ADJUSTING THE SUSPENSIONS ACCORDING TO PARTICULAR TRACK CONDITIONS

The following information is a useful guide for setting up the suspensions according to the road conditions.
Always start from the standard calibration before making any change on the suspensions. Afterwards, increase or decrease the adjusting clicks one at a time.

HARD GROUND
Fork: softer compression adjustment.
Shock absorber: softer compression adjustment.
The softer adjustment for the two suspensions is also used both in compression and in extension when driving at top speed, in order to have better grip of the tires.

SANDY GROUND
Fork: have a harder compression adjustment, or replace the standard spring with a harder one, and make a softer compression adjustment and a harder extension adjustment at the same time.
Shock absorber: have a harder compression, and expecially a harder extension adjustment. Work on the spring preload to lower the motorcycle rear side.

MUDDY GROUND
Fork: have a harder compression adjustment, or replace the standard spring with a harder one.
Shock absorber: have a harder compression and extension adjustments, or replace the standard spring with a harder one. Work on the spring preload to lift the motorcycle rear side.
We advise replacing the springs of both suspensions to compensate the weight increase due to the piling of the mud.

NOTE:
When the fork results as either too soft or too hard for any adjustment conditions, check the oil level inside the forkrod.
The level can either be too low or too high. Remember that too much oil inside the fork will involve a more frequent air drainage. When the suspensions do not react to the changes of calibration, check that the adjusting units are not blocked.

ADJUSTING THE FORK

a) COMPRESSION (TXC: LOWER REGISTER; TE: UPPER REGISTER)
Standard calibration : -9 clicks (TXC);
Standard calibration : -12 clicks (TE)

To reset to the standadr calibration turn register (A) clockwise until the position of fully closed is reached then, turn back by the mentioned clicks. To obtain a smoother braking action, turn the register anticlockwise. Reverse the operation in order to obtain a harder action.

b) EXTENSION (TXC: LOWER REGISTER; TE: UPPER REGISTER)
Standard calibration : -8 clicks (TE);
Standard calibration : -13 clicks (TXC).

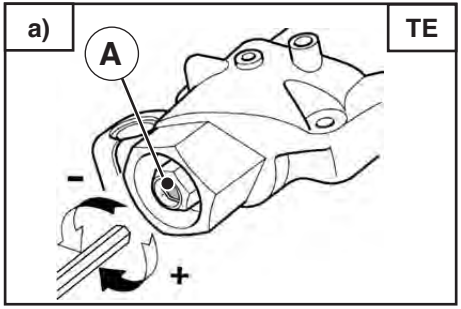
To reset to the standard calibration turn register (C) clockwise to reach the position of fully closed; then, turn back by the mentioned clicks. To obtain a smoother braking action, turn the register anticlockwise. Reverse the operation in order to obtain a harder action.

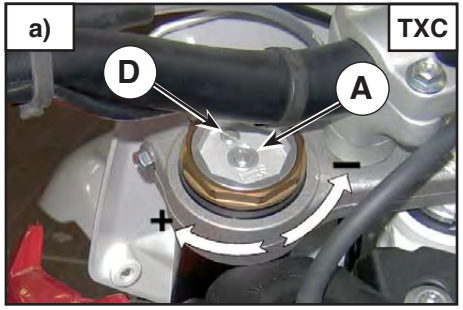
- AIR VENT (to carry out after each competition, or monthly). Set the motorcycle on a central stand and release the fork fully and loosen the air vent valve (D). Once this operation is over, tighten the valve.

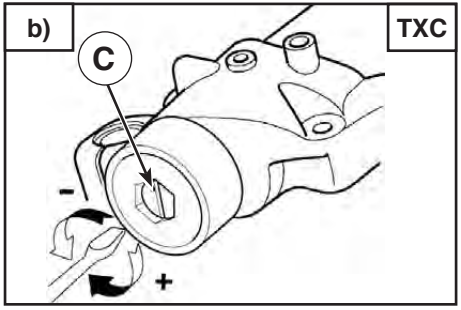
WARNING: Never force the adjusting screws beyond the maximum opening and closure positions.

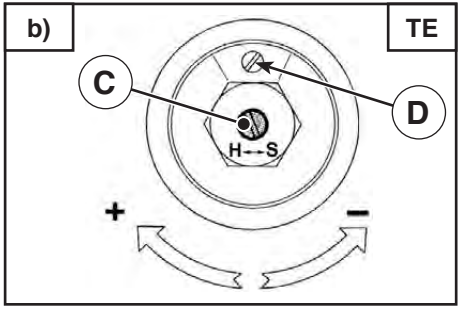
NOTE
Flexibility index for the serial springs:
K=4,6 N/mm

NOTE
Always replace both the spring and the spacers to keep the preload value unchanged.







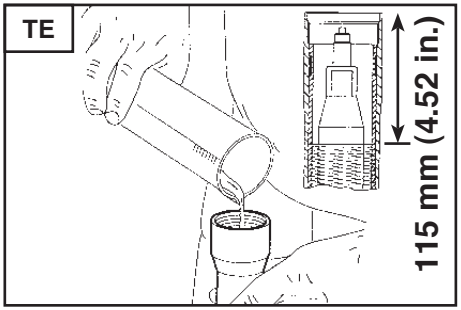


OIL FORK LEVEL

For the regular fork operation, both legs must be provided with the necessary oil quantity. Remove the forkrods form the fork to check the oil level inside the forkrods. Work as follows:
- remove the power rod caps;
- remove springs from the stems letting the oil drop into the latter;
- bring forks to stroke end.

TE:
- check that the level is at distance of 115 mm (4.52 in.) below the upper limit of rods.

OIL QUANTITY IN EACH FORK LEG
- TE: 674 cm^3 (41.13 in^3)
- TXC: 556 cm^3 (33.93 in^3)
  Cartridge: 196 cm^3 (11.96 in^3)
  Fork sleeve: 360 cm^3 (21.97 in^3)



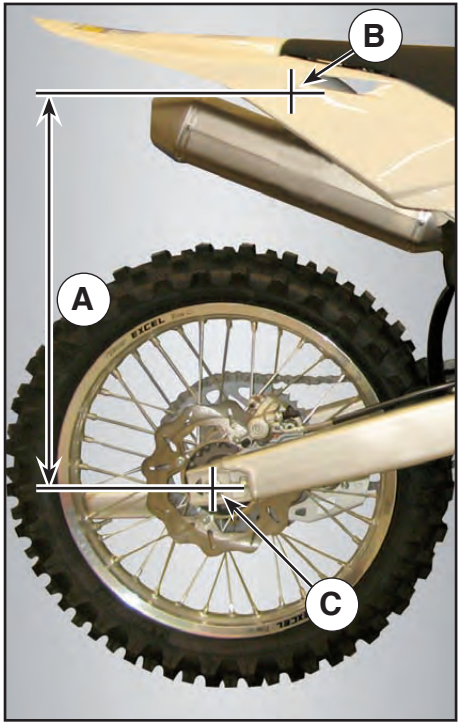
ADJUSTING THE SHOCK ABSORBER

The rear shock absorber must be adjusted according to the rider weight and track conditions.
Proceed as follows:

1. With motorcycle on the stand, measure distance (A).
2. Take the normal riding position on the motorcycle with all your riding apparel.
3. With somebody's help, take the new distance (A).
4. The difference between these two measurements constitutes the "SAG" of the motorcycle's rear end.
   Suggested SAG: 4 in. with cold shock absorber. 3.7 in. with warmed up shock absorber.
5. To get the right SAG according to your weight, adjust the shock absorber spring preload as described at side.

WARNING*: Never disassemble shock absorber, which contains highly compressed nitrogen. Contact your Dealer for such major service. Do not incinerate.

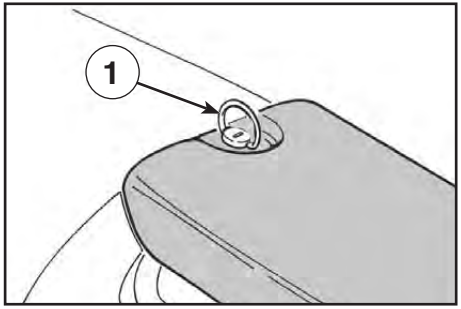
B: axis of the panel screw
C: axis of rear wheel pin

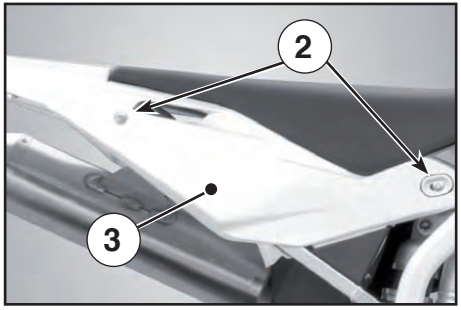


ADJUSTING THE SHOCK ABSORBER SPRING PRELOAD

Proceed as follows:

1. First turn counterclockwise fastening rear pin (1) then remove saddle, screws (2) and R.H. side panel (3).





EN

2. Clean ringnut (1) and adjusting nut (2) of the spring (3).
3. Either with a hook wrench or an aluminium punch, loosen the ringnut .
4. Turn the adjusting nut as required.
5. When the adjusting operation is over (according to your weight and riding style), tighten the ringnut. (Torque for both ringnuts: 5 Kgm; 49 Nm; 36.2 ft/lb).
6. Reassemble R.H. side panel and saddle.

WARNING*:Be careful not to touch hot exhaust pipe while adjusting the shock abosrber.

SHOCK ABSORBER DAMPING ADJUSTMENT

Adjustment of the compression stroke is independent from the rebound stroke.

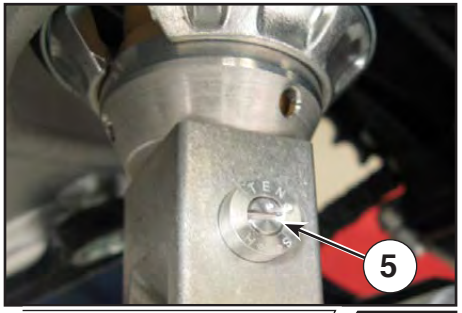
A) COMPRESSION - Standard calibration:
1) Low damping speed:
- TE: 14 clicks;
- TXC: 10 clicks
(register 4)

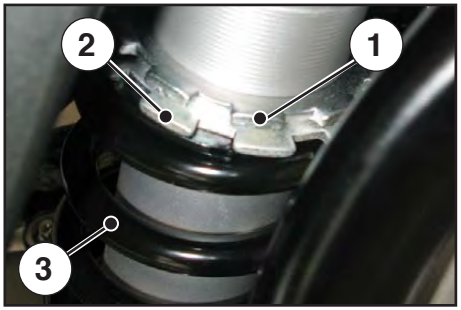
2) High damping speed:
- TE: 1+1/2 turns;
- TXC: 1+1/4 turns
(register 6)

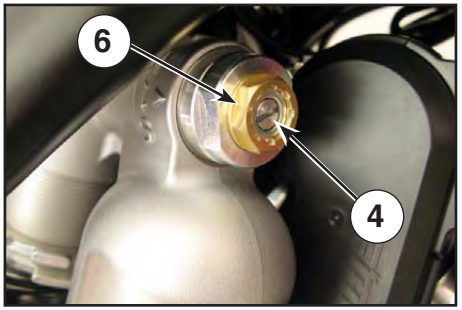
To reset the standard calibration, turn upper registers (4) and (6) clockwise until reaching fully closed position.
Return then back for the mentioned clicks / turns. In order to obtain a smooth braking action, turn the registers anticlockwise. Reverse the operation in order to obtain a harder braking action.

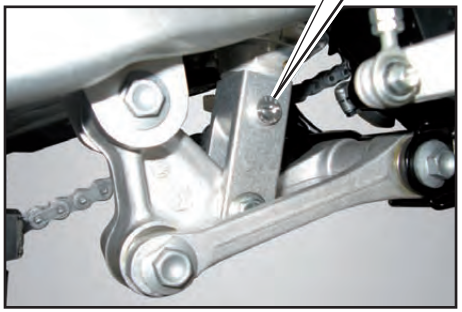
B) EXTENSION - Standard calibration:
- 10 clicks (± 1-2 clicks)
(register 5)

To reset the standard calibration, turn lower register (5) clockwise until reaching fully closed position. Return then back for the mentioned clicks. In order to obtain a smooth braking action, turn the register anticlockwise. Reverse the operation in order to obtain a harder braking action.









CHAIN ADJUSTMENT (Fig. A)

Chain should be checked, adjusted and lubricated as per the Maintenance Chart to ensure security and prevent excessive wear. If the chains becomes badly worn or is poorly adjusted (i.e., if it is too loose or too taught), it could escape from sprocket or break.

To adjust the rear chain it is necessary to lower the rear part of motorcycle so to line up the drive sprocket axle, the rear swing arm axle and the rear wheel axle as shown on drawing. Than let turn three times the rear wheel. Now the chain should not be tight.

FAST ADJUSTMENT (Fig. B)

In the point shown in the figure, fit a bush (a), 35 mm diameter (or alternatively a shim in the same size) and make sure the lower branch (C) of the chain is slightly taut.

If it is not, proceed as follows:

- On the right side, loosen the locking nut (1) of the wheel axle;
- Loosen the check nuts (2) on both chain tensioners and work the screws (3) until achieving the correct tension;
- when the adjustment is over, tighten the check nuts (2) and the wheel pin nut (1).

When the adjustment is over check the wheel for alignment.

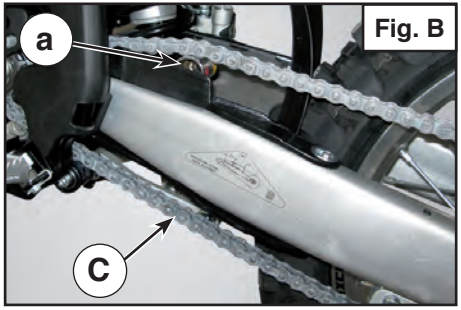
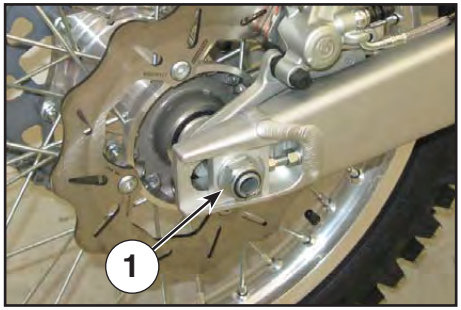
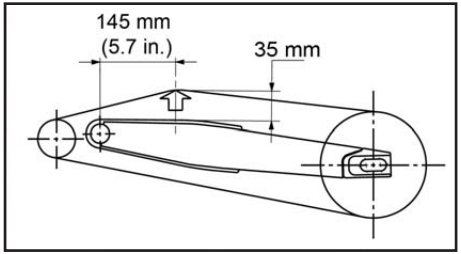
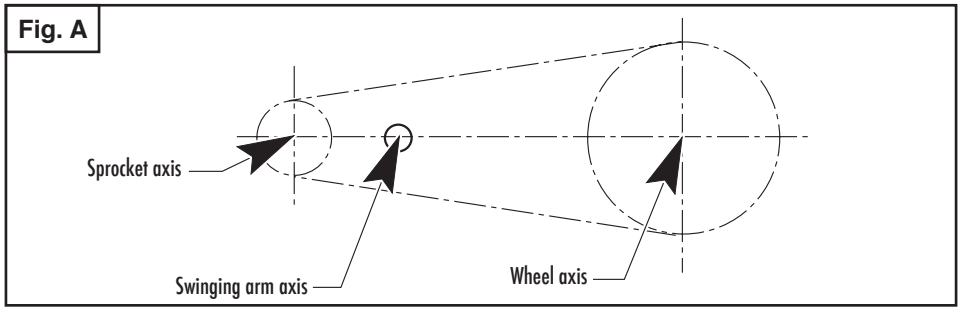
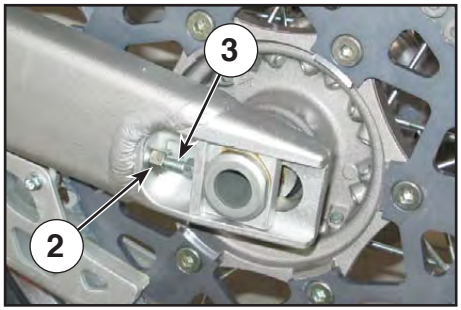


Fig. B









EN

LUBRICATING THE CHAIN

Lubricate the chain following these instructions.

WARNING * : Never use grease to lubricate the chain. Grease helps to accumulate dust and mud, which act as abrasive and hepl to rapidly wear out the chain, the sprocket, and the crown.

Disassembling and cleaning

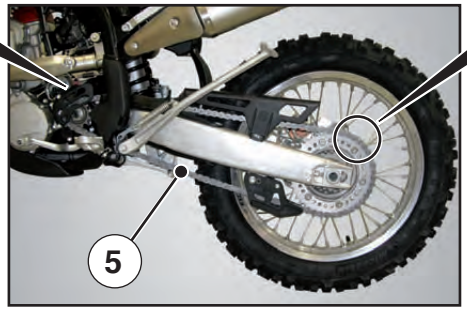
When particularly dirty, remove and clean the chain before lubrication.

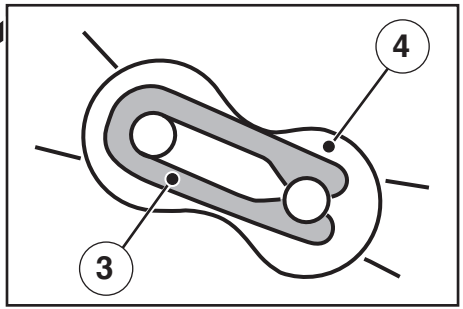
Work as follows:

1 - Set a stand or a block under the engine and see that the rear wheel is lifted from the ground.

Remove: screws (1), transmission sprocket guard (2), clip (3), master link (4) and transmission chain (5);

To reassemble, reverse the above procedure.





2 - Check that the chain is neither worn out nor damaged. If the rollers or the links are damaged, replace the chain by following the instructions given in the Periodical Maintenance Table.
3 - Check that neither the sprocket nor the crown are damaged.
4 - Wash and clean the chain as described hereunder.

Washing the chain with OR

Wash using oil, diesel oil, or paraffin oil. Never use gasoline, tricloroetilene, or solvents, as the OR may suffer damages.
Use instead special sprays for chains with OR.

Lubricating the chain with OR

Lubricate all metallic and rubber (OR) elements using a brush, and use engine oil with SAE 80-90 viscosity for the internal and external parts.

Note * : As an alternative, you can use suitable spray lubricants.

5 - If the chain has been cut, reassemble using a joint.
6 - Assemble the joint spring (a) by turning the closed side to the chain direction of rotation as shown in figure below.

NOTE*: Even if all the joints are reusable when in good conditions, for safety purposes we advise using new joints when reassembling the chain.

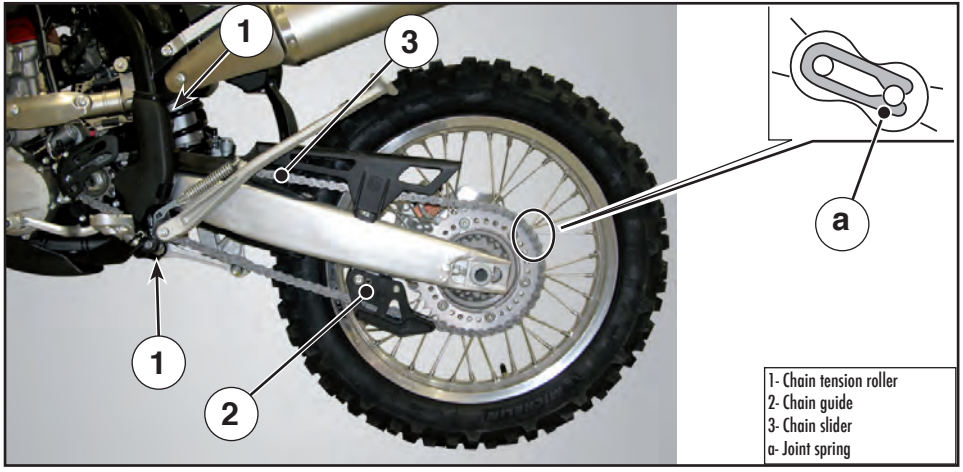
7 - Accurately adjust the chain as described in the paragraph "Chain adjustment".

WARNING: The chain oil has NEVER to get in contact with the tires or the rear brake disk.

Chain tension rollers, chain driving roller, chain guide, chain runner

Check the wear of the above mentioned elements and replace them when necessary.

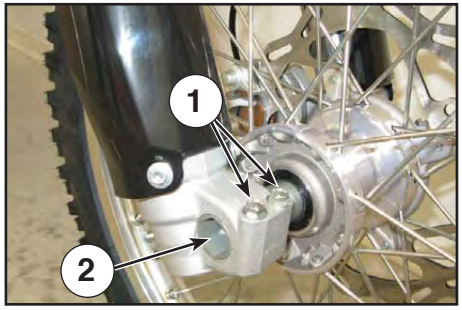
WARNING*: Check the chain guide alignement, and remember that a bent element can cause a rapid wear of the chain. In this case, a chain fleeting from the sprocket may ensue.

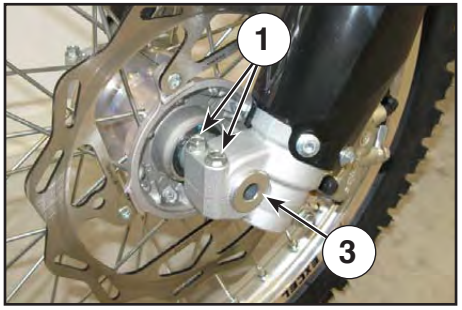


REMOVING THE FRONT WHEEL

Set a stand or a block under the engine and see that the front wheel is lifted from the ground. Loosen the bolts (1) holding the wheel axle (2) to the front fork stanchions.
Hold the head of the wheel axle (2) in place, unscrew the bolt (3) on the opposite side; draw the wheel axle out.

NOTES
Do not operate the front brake lever when the wheel has been removed; this causes the caliper piston to move outwards. After removal, lay down the wheel with brake disc on top.



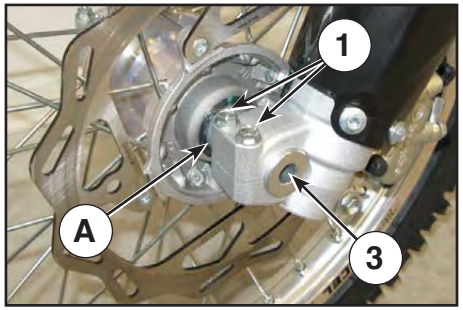


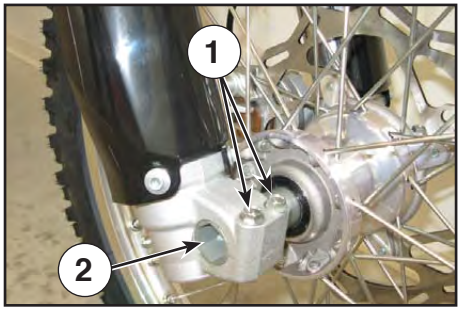
REASSEMBLING THE FRONT WHEEL

Fit the L.H. spacer on the wheel hub (A).
Fit the wheel between the front fork legs so that the brake disc is fitted into the caliper.

Working on right side, push the previously-greased wheel axle (2) all the way down, tapping it on left fork leg; during this operation, the wheel should be turned. Tighten the screw (3) on the fork L.H. side but DO NOT lock it.
Now, pump for a while, pushing the handlebar downwards until you are sure that the fork legs are perfectly aligned.
Lock: the screws (1) on the R.H. leg (10,4 Nm/ 1,05 Kgm/ 7.7 ft-lb), the screw (3) on the L.H. side (51,45 Nm/ 5,25 Kgm/ 38 ft-lb), the screws (1) on the L.H. leg (10,4 Nm/ 1,05 Kgm/ 7.7 ft-lb).

NOTE
After reassembly, pump the brake control lever until the pads are against the brake disc.



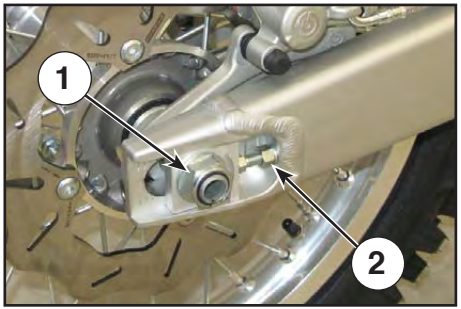


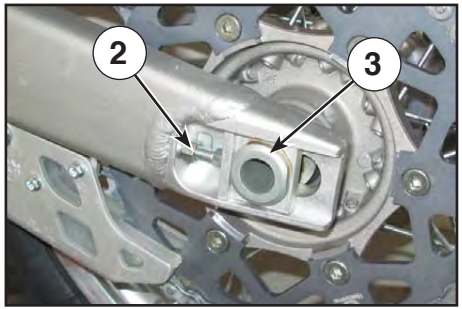
REMOVING THE REAR WHEEL

Unscrew the nut (1) of the wheel pin (3) and extract it. It is not necessary to unloose the chain adjusters (2); in this way, the chain tension will remain unchanged after the reassembly. Extract the complete rear wheel, by taking care of the spacers located at the hub sides.
To reassemble, reverse the above procedure remembering to insert the disc into the caliper.

NOTES
Do not operate the rear brake pedal when the wheel has been removed; this causes the caliper piston to move outwards.
After removal, lay down the wheel with brake disc on top.
After reassembly, pump the brake control pedal until the pads are against the brake disc.

Tightening torque figures
1= 142.1 Nm, 14.5 Kgm, 104.8 ft/lb





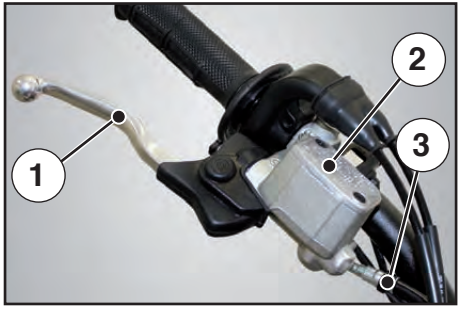
TYRES

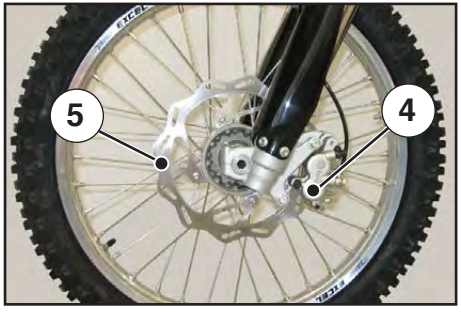
Care should be taken to keep the tyres properly inflated. See "Technical data" chart at the beginning of the manual for correct tyre inflation pressure.

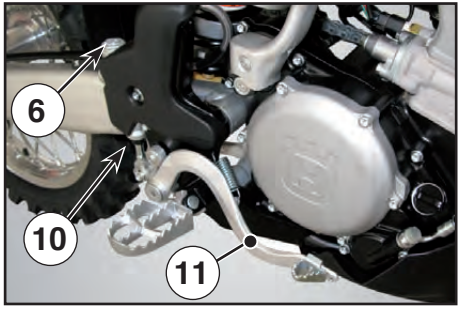
BRAKES

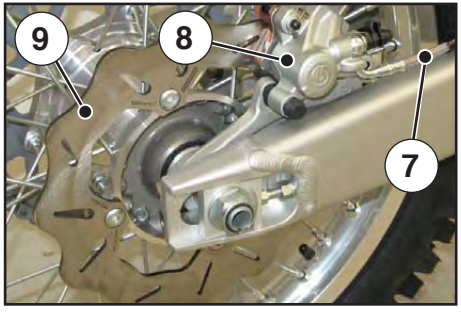
The mayor components are brake master cylinder with its lever (front) or pedal (rear), brakeline, caliper assembly and disc.

LEGEND
1. Front brake control lever
2. Front brake pump with oil reservoir
3. Front brake hose
4. Front brake caliper
5. Front brake disc
6. Rear brake oil tank
7. Rear brake hose
8. Rear brake caliper
9. Rear brake disc
10. Rear brake pump
11. Rear brake control pedal









BRAKE PADS REMOVAL

- Remove springs (1).
- Remove pins (2).
- Remove pads.

CAUTION!
Don't operate the brake lever or pedal while removing the pads.

PADS WEAR

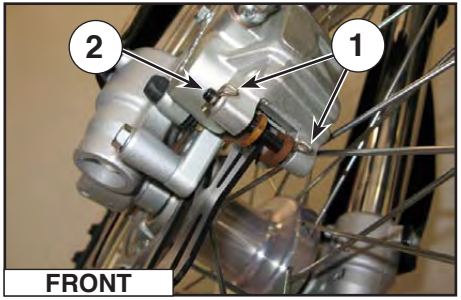
Inspect pads for wear.
Service limit " A" is: 3,8 mm (0.15 in.).
If service limit is exceeded, always replace the pads in pairs.

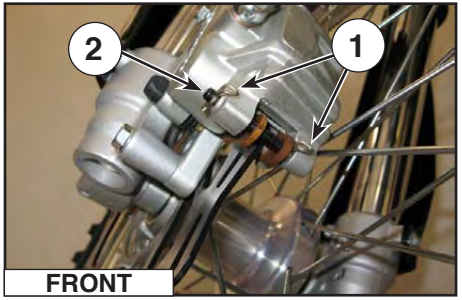
PADS CLEANING

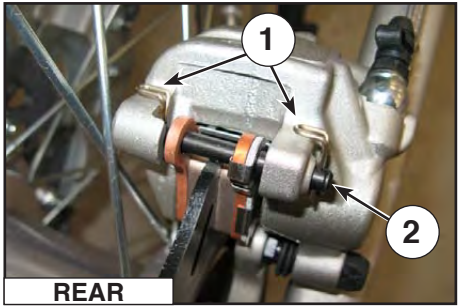
Be careful that no disc brake fluid or any oil gets on brake pads or discs. Clean off any fluid or oil that inadverently gets on the pads or disc with alcohol.
Replace the pads with new ones if they cannot be cleaned satisfactorily.

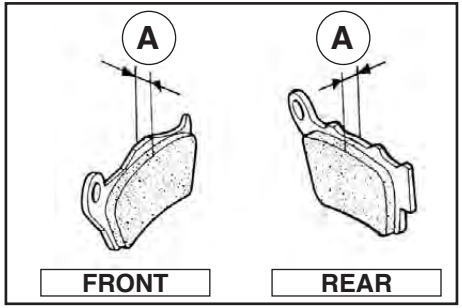
PADS INSTALLATION

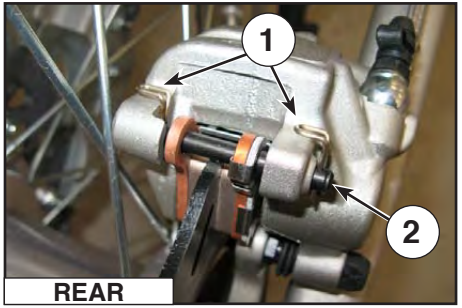
- Install new brake pads.
- Reassemble the two pins (2) and the springs (1).











WARNING!
Do not attempt to ride the motorcycle until the brake lever or pedal are fully effective. Pump the brake lever or pedal until the pads are against the discs.
The brake will not function on the first application of the lever or pedal.

BRAKE DISC WEAR

Measure the thickness of each disc at the point where it has worn the most. Replace the disc if it has worn past the service limit.

Disc Thickness

DISC	STANDARD	SERVICE LIMIT
Front	3 mm (0.12 in.)	2,5 mm (0.1 in.)
Rear	4 mm (0.16in.)	3,5 mm (0.14in.)

DISC CLEANING

Poor braking can also be caused by oil on the disc. Oil or grease on the disc must be cleaned off with a high flash-point oil free solvent, such as acetone or lacquer thinner.

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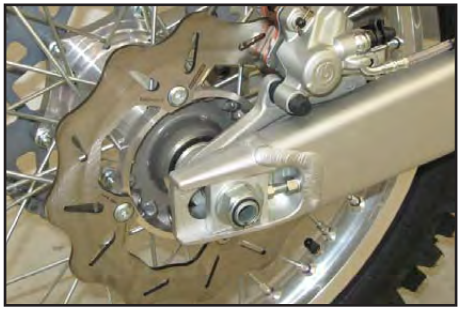


EXHAUST MUFFLER

The muffler reduces the noise of the exhaust gases, but it is an integral part of the exhaust as well. As such, its conditions affect the motorcycle performance.
When the noise on the exhaust is too high, it means that the deadening material set on the holed tube inside the muffler is deteriorated.

BATTERY

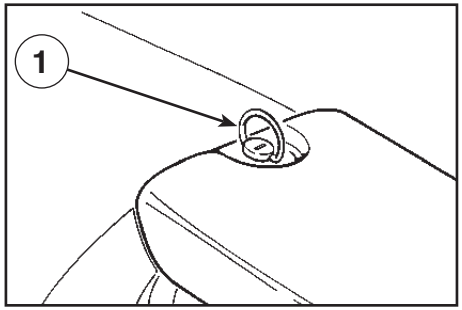
The sealed battery does not require any maintenance work. When electrolyte leaks, or other failures to the electrical system are detected, apply to the HUSQVARNA Dealer.
If the vehicle remains unused for long periods, it is recommended to remove battery from electrical system and store it in a dry place.
- After an intensive use of the battery, it's advisable a standard low charge (12V-7Ah battery: 0.7A for 8 hours).
- Rapid recharging is advised only in situations of extreme necessity since the life of lead elements is drastically reduced (7A for 0.5 hours with 12V-7Ah batteries).

BATTERY CHARGER

To gain access to the battery (2):
- first turn counterclockwise fastening rear pin (1) then remove the saddle;
- first remove the BLACK or BLUE negative cable, then the RED positive cable (when reassembling, first connect the RED positive cable, then the BLACK or BLUE negative cable);
- remove the battery (2) from its housing.

Check, using a voltmeter, that battery voltage is not less than 12,5 V.
If not, the battery needs to be charged.

Using a battery charter with a constant voltage, first connect the RED positive cable to the battery's positive terminal then the BLACK or BLUE negative cable to the battery's negative terminal.



The voltage reaches a constant value only after a few hours, therefore it is suggested NOT to measure it immediately after having charged or discharged the battery.

Always check the charge level bifore reinstalling it on the vehicle.

The battery should be kept clean and the terminals coated with grease.

WARNING*: The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL - Flush with water. INTERNAl - Drink large quantities of water or milk. After milk take magnesia, beaten eggs or vegetable oil. Call physician immediately. Eyes: Flush with water for no less than 15 minutes and get prompt medical attention.

WARNING*: In case on unused of the battery it has to be , in any case, re-charged with slow cycle (0,7A for 8 hours for batteries 12V-7Ah) at least every 3 weeks.

WARNING*: Batteries produce explosive gas, ventilate when charging or using in enclosed space. When using a battery charger before turning on the charger. This procedure prevents sparks at the battery terminals which could ignite any battery gases.

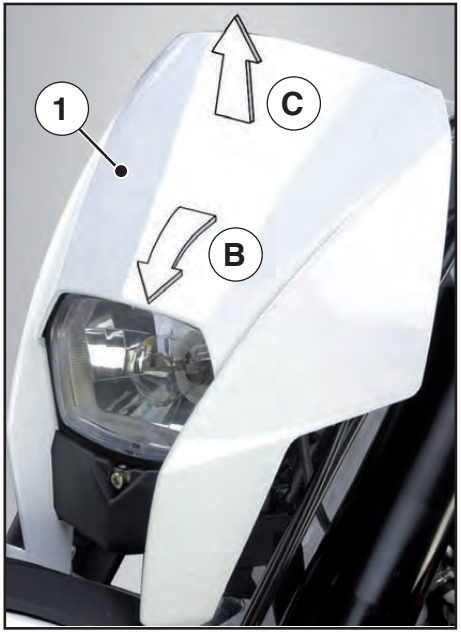
HEADLAMP BULBS REPLACEMENT (TE)

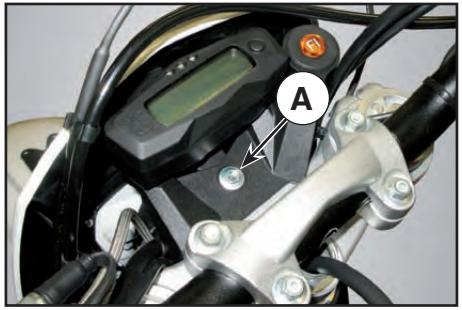
To gain access to the healamp bulbs, proceede as follows:
- remove the upper fastening screw of the the headlamp carrier to the instrument panuel support (A);
- push forward the headlamp carrier (B) and pull it towards the high (C) in order to uncouple from the two lower supports.
- remove the headlamp fairing (1);
- disconnect the connector (2);
- slide off the rubber boot (3);
- release the clip (4) and remove the bulb (5).

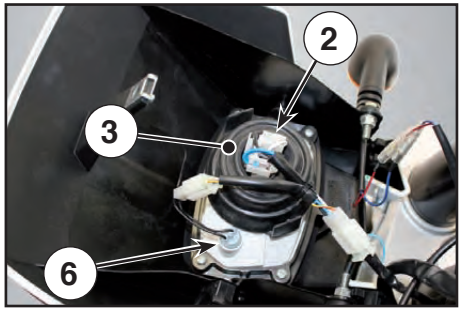
To replace the parking light bulb (6) extract it from the inside cover.
After replacement, reverse operations for reassembly.

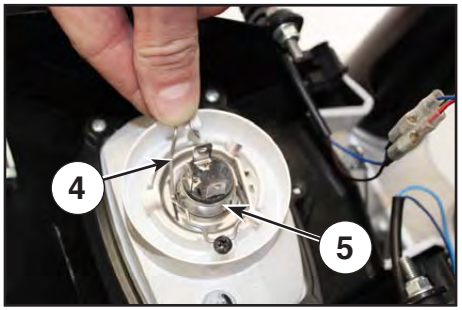
TAIL LIGHT (TE)

The tail light is a LED light; Replace it when it does not function.





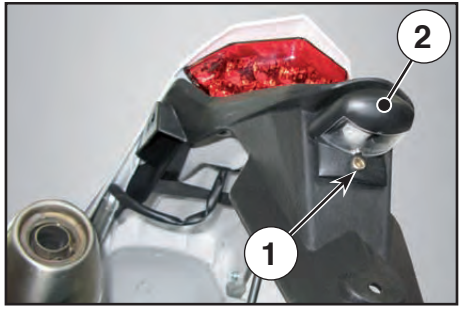




REPLACING THE NUMBER PLATE LAMP (TE)

- loosen screw (1) and remove the number plate bulb (2) from the mudguard;
- take bulb holder (3) and bulb (4) out of the support;
- pull the bulb (4) to detach it from bulb holder.

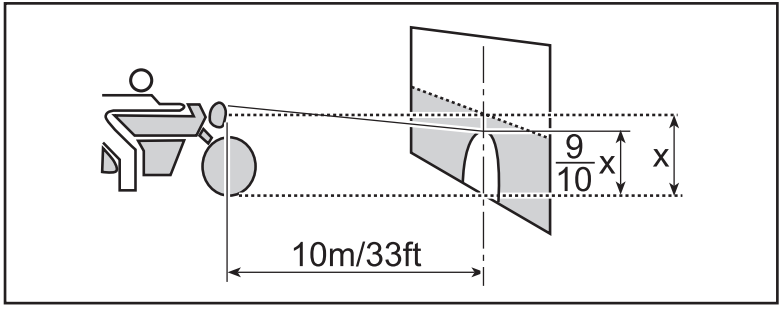
Once the bulb has been replaced, reverse the above procedure to reassemble.



ADJUSTMENT OF HEADLIGHT (TE)

When checking the proper orienting of headlight, inflate tires at right pressure, sat a person on the saddle and place the motorcycle perpendicular with its longitudinal axis 10 meter (33 ft) from a wall or screen. Then trace an horizontal line equal to the height of headlight center and a vertical one in line with its longitudinal axis.

If possibile, execute this operation in a shadowy place.
When the low beam is on, the upper boundary limit between dark and lit zone should be 9/10 th of headlight center from groud.



Adjust the preadlamp aiming by turning screw (1) to lower or lift the high beam.

EN

APPENDIX

AFTER-RACE CHECK POINTS

After racing, first clean the motorcycle and then inspect the entire motorcycle, with special attention to the items listed in «MAINTENANCE» table (Appendix A), such as the air cleaner, carburetor, brakes, etc.
Carry out general lubrication, and make adjustment as necessary.

- Lubricate the drive chain and all the cables.
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber).
- Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

To put the motorcycle back into the use after storage.
- Make sure the spark plug is tight.
- Fill the fuel tank.
- Run the engine to warm the oil then drain the oil.
- Put in fresh transmission oil.
- Check all the points listed under the inspection and Adjustment Section (Appendix A).
- Lubricate the points (listed in the Lubrication Section (Appendix A).

CLEANING

IMPORTANT RECOMMENDATION

Premised that, before the motorcycle washing, it is necessary to protect opportunely from the water the following parts:
a) Rear opening of the muffler;
b) Clutch and brake levers, hand grips, handlebar commutators;
c) Air cleaner intake;
d) Fork head, wheel bearings;
e) Rear suspension links.

In addition to these precautions, NEVER ALLOW HIGH-PRESSURE AIR OR WATER to get in contact with any ELECTRICAL PARTS, the FUEL INJECTION SYSTEM, and especially the electronic control unit, the throttle body and the instrument panel.

After washing
- Remove the plastic bags, and clean the air cleaner intake.
- Lubricate the points listed in the Maintenance Table (Appendix A).
- Briefly warm-up the engine
- Test the brakes before riding the motorcycle.

WARNING*: Never wax or lubricate the brake disc. Loss of braking and an accident could result. Clean the disc with an oilless solvent such ans acetone. Observe the solvent warnings.

PRE-DELIVERY INSPECTION

Description	Operation	Pre-delivery
Engine oil	Check level	❑
Two-stroke mix oil level	Check level	❑ ❄
Coolant	Check / Restore level	❑
Cooling system	Check for leakage	❑
Electric fans	Check operation	❑ ❄ ❄
Spark plugs	Check / Replace	❑
Throttle body / Carburettor	Check and adjust	❑
Brakes / Clutch fluid	Check level	❑
Brakes / Clutch	Check operation	❑
Brakes / Clutch	Check lines for leakage	❑
Throttle control	Check operation	❑
Throttle control	Check / Adjust play	❑
Choke control	Check operation	❑
Flexible controls and transm.	Check / Adjust	❑
Drive chain	Check / Adjust	❑

Description	Operation	Pre-delivery
Tyres	Check pressure	❑
Side stand	Check operation	❑
Side stand switch	Check operation	❑
Electrical equipment	Check operation	❑
Instrument panel	Check operation	❑
Lights / Visual signals	Check operation	❑
Horn	Check operation	❑
Headlight	Check operation	❑
Ignition switch	Check operation	❑
Locks	Check operation	❑
Screws and nuts	Check / Tighten	❑
Hose clamps	Check / Tighten	❑
General lubrication		❑
General test		❑

❄ : only for motorcycles with 2 stroke engine

❄❄ : only for some models

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SCHEMA DI MANUTENZIONE PERIODICA (DA EFFETTUARE PRESSO IL CONCESSIONARIO HUSQVARNA)
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FILTRO ARIA AIR FILTER FILTRE À AIR	P,L		P,L										
PERNI FISSAGGIO TELAIETTO E MOTORE REAR CHASSIS MNTG BOLTS, ENGINE MNTG BOLTS GOUJONS FIX. CADRE, GOUJONS FIX. MOTEUR	C				C								
TENSIONE RAGGI RUOTE WHEEL SPOKE TENSION TENSION RAYONS ROUES	C			C									
SERRAGGIO VITI CORONA SPROCKET BOLT TIGHTENING SERRAGE VIS COURONNE	C			C									
SERRAGGIO BULLONERIA TORQUE OF NUTS AND BOLTS SERRAGE DES BOULONS	C				C								
FLUIDO REFRIGERANTE COOLANT LIQUIDE DE REFROIDISSEMENT		C											X, *
PASTIGLIE FRENI BRAKE PADS PLAQUETTES DE FREINS		C											X

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BAUTEIL **PARTE**	**STEUERUNG** **CONTROLES**	**STEUERUNG** **CONTROLES**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	
LUFTFILTER FILTRO AIRE	P,L		P,L										
BEF.BOLZEN HECKRAHMEN, BEF.BOLZEN MOTOR PERNOS DE FIJACIÓN SUBCHASIS, PERNOS DE FIJACIÓN MOTOR	C				C								
SPANNUNG RADSPEICHEN TENSIÓN RADIOS RUEDAS	C			C									
FESTZIEHEN SCHRAUBEN ZAHNKRANZ APRIETE TORNILLOS CORONA	C			C									
FESTZIEHEN SCHRAUBEN UND BOLZEN APRIETE TORNILLERÍA	C				C								
KÜHLFLÜSSIGKEIT FLUIDO REFRIGERANTE		C											X, *
BREMSBELÄGE PASTILLAS FRENOS		C											X

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CORONA POSTERIORE REAR CHAIN SPROCKET COURONNE ARRIÈRE		C											X
ATTACCHI MANUBRIO E FISSAGGI HANDLEBAR MOUNTS AND FASTENERS RACCORDS GUIDON ET FIXATION					C								
BUSSOLA FORCELLONE POSTERIORE REAR SWINGING ARM BUSHING DOUILLE FOURCHE ARRIÈRE			L										
BUSSOLE E LEVERAGGIO SOSPENSIONE POSTERIORE REAR SUSPENSION LINKAGE BUSHINGS DOUILLES LEVIER-RAYONS SUSPENSION ARRIÈRE			L										
GIUDACATENA / COPRICATENA CHAIN GUIDE/CHAIN GUARD GUIDE-CHAÎNE/COUVRE-CHAÎNE			C										X
GABBIA A RULLINI PERNO FORCELLONE SWINGING ARM AXLE ROLLER CAGES CAGES À TAMBOURS AXE FOURCHE			L										
GABBIA A RULLINI SPINOTTI LEVERAGGI SOSPENSIONE POSTERIORE ROLLER CAGES, LINKAGE PINS OF REAR SUSP. CAGES À TAMBOURS, GOUJONS LEVIER-RAYONS SUSP. ARRIÈRE			L										

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HINTERER ZAHNKRANZ CORONA TRASERA		C											X
LENKERBEFESTIGUNGEN UND BEFESTIGUNGEN EMPALMES MANILLAR Y FIJACIONES					C								
BUCHSE HINTERE SCHWINGE CASQUILLO HORQUILLA TRASERA			L										
BUCHSEN HINTERES AUFHÄNGUNGS-HEBELWERK CASQUILLOS JUEGO DE PALANCAS SUSPENSIÓN TRASERA			L										
KETTENFÜHRUNG/ KETTENABDECKUNG GUIACADENA/CUBRECADENA			C										X
ROLLENKÄFIGE SCHWINGENBOLZEN JAULAS DE RODILLOS PERNO HORQUILLA			L										
ROLLENKÄFIGE STIFTE HINTERES AUFHÄNGUNGS-HEBELWERK JAULAS DE RODILLOS, ESPÁRRAGOS JUEGOS DE PALANCAS SUSP. TRASERA			L										

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COMANDO GAS COMPLETO COMPLETE THROTTLE CONTROL COMMANDE GAZ COMPLÈTE			C, L										
TUBO DI SCARICO E SILENZIATORE EXHAUST PIPE AND SILENCER POT D'ÉCHAPPEMENT ET SILENCIEUX			C										X
TUBAZIONI CARBURANTE FUEL PIPES TUYAUX CARBURANT			C			S							X
CATENA TRASMISSIONE SECONDARIA SECONDARY DRIVE CHAIN CHAÎNE TRANSMISSION SECONDAIRE	C, L		C, L										X
PEDALE AVVIAMENTO KICK START PEDAL PÉDALE DE DÉMARRAGE					L								
PEDALE COMANDO CAMBIO GEAR SHIFT PEDAL PÉDALE COMMANDE BOÎTE DE VITESSES				C									
RADIATORI RADIATORS RADIATEURS				C									

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GASGRIFF KOMPLETT MANDO ACELERADOR COMPLETO			C, L										
AUSPUFFROHR UND SCHALLDÄMPFER TUBO DE ESCAPE Y SILENCIADOR			C										X
KRAFTSTOFFLEITUNGEN TUBERÍAS CARBURANTE			C			S							X
SEKUNDÄRANTRIEBSKETTE CADENA TRANSMISIÓN SECUNDARIA	C, L		C, L										X
KICKSTARTERPEDAL PEDAL ARRANQUE					L								
SCHALTPEDAL PEDAL MANDO CAMBIO				C									
KÜHLER RADIADORES				C									

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TUBAZIONI ACQUA E FASCETTE WATER HOSES AND CLAMPS TUYAUX EAU ET COLLIERS				C									
TUBAZIONI RADIATORI / POMPA ACQUA RADIATORS TO WATER PUMP HOSE DURITS RADIATEURS/POMPE À EAU				C									
PEDANE POGGIAPIEDI , PERNI, MOLLE FOOTPEGS, PINS, SPRINGS PLAQUE REPOSE-PIEDS, GOUJONS, RESSORTS				C									X
TESTA DI STERZO, BASE DI STERZO CON PERNO STEERING HEAD, BOTTOM YOKE WITH STEM TUBE DE DIRECTION, TÉ DE DIRECTION AVEC AXE				L									
PATTINO CATENA POSTERIORE REAR CHAIN SLIDER PATIN CHAÎNE ARRIÈRE				C									X
DISCO FRENO ANTERIORE FRONT BRAKE DISC DISQUE FREIN AVANT					C								X
DISCO FRENO POSTERIORE REAR BRAKE DISC DISQUE FREIN ARRIÈRE					C								X

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WASSERLEITUNGEN UND SCHELLEN TUBERÍAS AGUA Y ANILLAS				C									
LEITUNG KÜHLER/ WASSERPUMPE TUBERÍA RADIADORES/BOMBA AGUA				C									
FUSSRASTEN, BOLZEN, FEDERN ESTRIBO REPOSAPIÉS, PERNOS, MUELLES				C									X
LENKKOPF, LENKLAGER MIT BOLZEN CABEZAL DE DIRECCIÓN, BASE DE DIRECCIÓN CON PERNO				L									
KETTENSPANNERAUFLAGE HINTERE KETTE PATÍN CADENA TRASERA				C									X
BREMSSCHEIBE VORDERRADBREMSE DISCO FRENO DELANTERO					C								X
BREMSSCHEIBE HINTERRADBREMSE DISCO FRENO TRASERO					C								X

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PARTICOLARE **PART** **SPÉCIAL**	**CONTROLLI** **CHECK** **CONTRÔLE**	**CONTROLLI** **CHECK** **CONTRÔLE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	
RULLI CATENA E CUSCINETTI CHAIN GUIDE ROLLER, BEARINGS CYLINDRE GUIDE-CHAÎNE, ROULEMENTS						C							
CAVALLETTO LATERALE SIDESTAND BÉQUILLE LATÉRALE						C							
COMANDO FRIZIONE COMPLETO COMPLETE CLUTCH CONTROL COMMANDE EMBRAYAGE COMPLÈTE						R							
CAVI COMANDO GAS THROTTLE CABLES CÂBLES GAZ						C/L							X
FLUIDO IMPIANTO FRENANTE ANTERIORE FRONT BRAKING SYSTEM FLUID FLUIDE CIRCUIT DE FREINAGE AVANT						C				S			
FLUIDO IMPIANTO FRENANTE POSTERIORE REAR BRAKING SYSTEM FLUID FLUIDE CIRCUIT DE FREINAGE ARRIÈRE						C				S			
TUBAZIONI POMPE / PINZE IMPIANTI FRENANTI MASTER CYLINDER TO BRAKE CALLIPER HOSES TUYAUX POMPE/ÉTRIER SYSTÈMES DE FREINAGE						C							X

WARTUNGSPLAN (MUSS BEI EINEM HUSQVARNA-VERTRAGSHÄNDLER AUSGEFÜHRT WERDEN)
ESQUEMA DE MANTENIMIENTO PERIÓDICO (DEBE REALIZARSE EN EL CONCESIONARIO HUSQVARNA)

TXC - TE 250R / TXC - TE 310R **MOTORRADFÜRWETTRENNEN,FÜRWETTKAMPFEINSATZ: MIT VOLLER LEISTUNG** **MOTOCICLETA DE COMPETICIÓN, PARA USO COMPETITIVO: DE POTENCIA PLENA**	NACH DEN ERSTEN 2,5 STUNDEN DESPUÉS DE LAS PRIMERAS 2,5 h	ALLE 5 h CADA 5 h	ALLE 10 h CADA 10 h	ALLE 20 h CADA 20 h	ALLE 30 h CADA 30 h	ALLE 40 h CADA 40 h	ALLE 50 h CADA 50 h	ALLE 60 h CADA 60 h	ALLE 70 h CADA 70 h	ALLE 80 h CADA 80 h	ALLE 90 h CADA 90 h	ALLE 100 h CADA 100 h	**AUSWECHSELN WENN NÖTIG** **SUSTITUIR SI ES NECESARIO**
BAUTEIL **PARTE**	**STEUERUNG** **CONTROLES**	**STEUERUNG** **CONTROLES**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	
KETTEN-FÜHRUNGSROLLE, LAGER RODILLO GUÍA CADENA, COJINETES						C							
SEITLICHE FUSSRASTE SOPORTE LATERAL						C							
KUPPLUNGSHEBEL KOMPLETT MANDO EMBRAGUE COMPLETO						R							
GASZÜGE CABLES ACELERADOR						C/L							X
BREMSFLÜSSIGKEIT VORDERRAD-BREMSANLAGE FLUIDO INSTALACIÓN DE FRENADO DELANTERA						C				S			
BREMSFLÜSSIGKEIT HINTERRAD-BREMSANLAGE- FLUIDO INSTALACIÓN DE FRENADO TRASERA						C				S			
LEITUNGEN HAUPTBREMSZYLINDER/ BREMSSATTEL BREMSANLAGEN TUBERÍAS BOMBA/PINZA INSTALACIONES DE FRENADO						C							X

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SCHEMA DI MANUTENZIONE PERIODICA (DA EFFETTUARE PRESSO IL CONCESSIONARIO HUSQVARNA)
SCHEDULED MAINTENANCE CHART (TO BE CARRIED OUT AT THE HUSQVARNA DEALER)
SCHÉMA D'ENTRETIEN PÉRIODIQUE (À EFFECTUER AUPRÈS DE VOTRE CONCESSIONNAIRE HUSQVARNA)

TXC - TE 250R / TXC - TE 310R **MOTOCICLO DA COMPETIZIONE, PER USO AGONISTICO: A PIENA POTENZA** **RACING MOTORCYCLE, FOR RACING USE: FULL POWER RATING** **MOTO DE COMPÉTITION, À UTILISER EN COMPÉTITION : À PLEINE PUISSANCE**	DOPO LE PRIME 2,5 h AFTER THE FIRST 2,5 h APRÈS LES 2,5 PREMIÈRES h	OGNI 5 h EVERY 5 h TOUS LES 5 h	OGNI 10 h EVERY 10 h TOUS LES 10 h	OGNI 20 h EVERY 20 h TOUS LES 20 h	OGNI 30 h EVERY 30 h TOUS LES 30 h	OGNI 40 h EVERY 40 h TOUS LES 40 h	OGNI 50 h EVERY 50 h TOUS LES 50 h	OGNI 60 h EVERY 60 h TOUS LES 60 h	OGNI 70 h EVERY 70 h TOUS LES 70 h	OGNI 80 h EVERY 80 h TOUS LES 80 h	OGNI 90 h EVERY 90 h TOUS LES 90 h	OGNI 100 h EVERY 100 h TOUS LES 100 h	**SOSTITUIRE SE NECESSARIO** **REPLACE AS REQUIRED** **REMPLACER SI NÉCESSAIRE**
PARTICOLARE **PART** **SPÉCIAL**	**CONTROLLI** **CHECK** **CONTRÔLE**	**CONTROLLI** **CHECK** **CONTRÔLE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	
CUSCINETTI MOZZI RUOTE WHEEL HUB BEARINGS ROULEMENTS MOYEUX ROUES								C					X
OLIO MOTORE E FILTRO ENGINE OIL AND FILTER HUILE MOTEUR ET FILTRE			S										
CANDELA ACCENSIONE SPARK PLUG BOUGIE D'ALLUMAGE							S						
VALVOLE VALVES SOUPAPES							C (•)					S	
MOLLE VALVOLA, BILANCIERI E PIATTELLI VALVE SPRINGS, ROCKER ARMS AND PLATES RESSORTS DE SOUPAPE, LINGUETS ET LES PASTILLES							C						
CATENA DISTRIBUZIONE E PATTINI CATENA TIMING CHAIN / TIMING CHAIN SLIDER CHAÎNE DE DISTRIBUTION / PATIN CHAÎNE DE DISTRIBUTION							C						
INGRANAGGI CATENA DISTRIBUZIONE TIMING CHAIN GEARS PIGNONS DE CHAÎNE DE DISTRIBUTION							C						

WARTUNGSPLAN (MUSS BEI EINEM HUSQVARNA-VERTRAGSHÄNDLER AUSGEFÜHRT WERDEN)
ESQUEMA DE MANTENIMIENTO PERIÓDICO (DEBE REALIZARSE EN EL CONCESIONARIO HUSQVARNA)

TXC - TE 250R / TXC - TE 310R **MOTORRADFÜRWETTRENNEN,FÜRWETTKAMPFEINSATZ: MIT VOLLER LEISTUNG** **MOTOCICLETA DE COMPETICIÓN, PARA USO COMPETITIVO: DE POTENCIA PLENA**	NACH DEN ERSTEN 2,5 STUNDEN DESPUÉS DE LAS PRIMERAS 2,5 h	ALLE 5 h CADA 5 h	ALLE 10 h CADA 10 h	ALLE 20 h CADA 20 h	ALLE 30 h CADA 30 h	ALLE 40 h CADA 40 h	ALLE 50 h CADA 50 h	ALLE 60 h CADA 60 h	ALLE 70 h CADA 70 h	ALLE 80 h CADA 80 h	ALLE 90 h CADA 90 h	ALLE 100 h CADA 100 h	**AUSWECHSELN WENN NÖTIG** **SUSTITUIR SI ES NECESARIO**
BAUTEIL **PARTE**	**STEUERUNG** **CONTROLES**	**STEUERUNG** **CONTROLES**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	
RADNABENLAGER COJINETES CUBOS RUEDAS								C					X
MOTORÖL UND LUFTFILTER ACEITE MOTOR Y FILTRO			S										
ZÜNDKERZE BUJÍA ENCENDIDO							S						
VENTILE VÁLVULAS							C (•)					S	
VENTILFEDERN, KIPPHEBEL UND EINSTELLPLAETTCHEN MUELLES DE VÁLVULA, BALANCINES Y PLETINAS							C						
VENTILSTEUERKETTE UND KETTENSPANNERAUFLAGE VENTILSTEUERKETTE CADENA DE DISTRIBUCIÓN Y PATÍN CADENA DE DISTRIBUCIÓN							C						
VORGELEGE ENGRANAJE DE MANDO DISTRIBUCIÓN							C						

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SCHEMA DI MANUTENZIONE PERIODICA (DA EFFETTUARE PRESSO IL CONCESSIONARIO HUSQVARNA)
SCHEDULED MAINTENANCE CHART (TO BE CARRIED OUT AT THE HUSQVARNA DEALER)
SCHÉMA D'ENTRETIEN PÉRIODIQUE (À EFFECTUER AUPRÈS DE VOTRE CONCESSIONNAIRE HUSQVARNA)

TXC - TE 250R / TXC - TE 310R **MOTOCICLO DA COMPETIZIONE, PER USO AGONISTICO: A PIENA POTENZA** **RACING MOTORCYCLE, FOR RACING USE: FULL POWER RATING** **MOTO DE COMPÉTITION, À UTILISER EN COMPÉTITION : À PLEINE PUISSANCE**	DOPO LE PRIME 2,5 h AFTER THE FIRST 2,5 h APRÈS LES 2,5 PREMIÈRES h	OGNI 5 h EVERY 5 h TOUS LES 5 h	OGNI 10 h EVERY 10 h TOUS LES 10 h	OGNI 20 h EVERY 20 h TOUS LES 20 h	OGNI 30 h EVERY 30 h TOUS LES 30 h	OGNI 40 h EVERY 40 h TOUS LES 40 h	OGNI 50 h EVERY 50 h TOUS LES 50 h	OGNI 60 h EVERY 60 h TOUS LES 60 h	OGNI 70 h EVERY 70 h TOUS LES 70 h	OGNI 80 h EVERY 80 h TOUS LES 80 h	OGNI 90 h EVERY 90 h TOUS LES 90 h	OGNI 100 h EVERY 100 h TOUS LES 100 h	**SOSTITUIRE SE NECESSARIO** **REPLACE AS REQUIRED** **REMPLACER SI NÉCESSAIRE**
PARTICOLARE **PART** **SPÉCIAL**	**CONTROLLI** **CHECK** **CONTRÔLE**	**CONTROLLI** **CHECK** **CONTRÔLE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	
TENDICATENA TIMING CHAIN TENSIONER TENDEUR CHAÎNE DE DISTRIBUTION							C						
POMPA OLIO OIL PUMP POMPE À HUILE							C						X
PARAOLIO ALBERO MOTORE CRANKSHAFT OIL SEALS LES JOINTS SPY DE VILEBREQUIN										S			
PISTONE PISTON PISTON							S						
CILINDRO CYLINDER CYLINDRE							C					S	X
MOZZO FRIZIONE CLUTCH HUB NOIX D'EMBRAYAGE							C						X
CUSCINETTI BASAMENTO CRANKCASE BEARINGS ROULEMENTS BLOC MOTEUR							C			S			

WARTUNGSPLAN (MUSS BEI EINEM HUSQVARNA-VERTRAGSHÄNDLER AUSGEFÜHRT WERDEN)
ESQUEMA DE MANTENIMIENTO PERIÓDICO (DEBE REALIZARSE EN EL CONCESIONARIO HUSQVARNA)

TXC - TE 250R / TXC - TE 310R **MOTORRADFÜRWETTRENNEN,FÜRWETTKAMPFEINSATZ: MIT VOLLER LEISTUNG** **MOTOCICLETA DE COMPETICIÓN, PARA USO COMPETITIVO: DE POTENCIA PLENA**	NACH DEN ERSTEN 2,5 STUNDEN DESPUÉS DE LAS PRIMERAS 2,5 h	ALLE 5 h CADA 5 h	ALLE 10 h CADA 10 h	ALLE 20 h CADA 20 h	ALLE 30 h CADA 30 h	ALLE 40 h CADA 40 h	ALLE 50 h CADA 50 h	ALLE 60 h CADA 60 h	ALLE 70 h CADA 70 h	ALLE 80 h CADA 80 h	ALLE 90 h CADA 90 h	ALLE 100 h CADA 100 h	**AUSWECHSELN WENN NÖTIG** **SUSTITUIR SI ES NECESARIO**
BAUTEIL **PARTE**	**STEUERUNG CONTROLES**	**STEUERUNG CONTROLES**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	**WARTUNGS COUPON CUPÓN**	
KETTENSPANNER VENTILSTEUERKETTE TENSOR CADENA DISTRIBUCIÓN							C						
ÖLPUMPE BOMBA ACEITE							C						X
KURBELWELLENDICHTUNG RETENES DEL CIGÜEÑAL										S			
KOLBEN PISTÓN							S						
ZYLINDER CILINDRO							C					S	X
KUPPLUNGSNABE CUBO EMBRAGUE							C						X
KURBELGEHÄUSELAGER COJINETES BASE							C			S			

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SCHEMA DI MANUTENZIONE PERIODICA (DA EFFETTUARE PRESSO IL CONCESSIONARIO HUSQVARNA)
SCHEDULED MAINTENANCE CHART (TO BE CARRIED OUT AT THE HUSQVARNA DEALER)
SCHÉMA D'ENTRETIEN PÉRIODIQUE (À EFFECTUER AUPRÈS DE VOTRE CONCESSIONNAIRE HUSQVARNA)

TXC - TE 250R / TXC - TE 310R **MOTOCICLO DA COMPETIZIONE, PER USO AGONISTICO: A PIENA POTENZA** **RACING MOTORCYCLE, FOR RACING USE: FULL POWER RATING** **MOTO DE COMPÉTITION, À UTILISER EN COMPÉTITION : À PLEINE PUISSANCE**	DOPO LE PRIME 2,5 h AFTER THE FIRST 2,5 h APRÈS LES 2,5 PREMIÈRES h	OGNI 5 h EVERY 5 h TOUS LES 5 h	OGNI 10 h EVERY 10 h TOUS LES 10 h	OGNI 20 h EVERY 20 h TOUS LES 20 h	OGNI 30 h EVERY 30 h TOUS LES 30 h	OGNI 40 h EVERY 40 h TOUS LES 40 h	OGNI 50 h EVERY 50 h TOUS LES 50 h	OGNI 60 h EVERY 60 h TOUS LES 60 h	OGNI 70 h EVERY 70 h TOUS LES 70 h	OGNI 80 h EVERY 80 h TOUS LES 80 h	OGNI 90 h EVERY 90 h TOUS LES 90 h	OGNI 100 h EVERY 100 h TOUS LES 100 h	**SOSTITUIRE SE NECESSARIO REPLACE AS REQUIRED REMPLACER SI NÉCESSAIRE**
PARTICOLARE **PART** **SPÉCIAL**	**CONTROLLI CHECK CONTRÔLE**	**CONTROLLI CHECK CONTRÔLE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	**TAGLIANDO SERVICE COUPON CONTRÔLE TECHNIQUE**	
ALBERO MOTORE COMPLETO CRANKSHAFT VILEBREQUIN										S			
COPPIA INGRANAGGI PRIMARIA PRIMARY DRIVE GEAR PAIR COUPLE ENGRENAGES TRANSM. PRIMAIRE							C						X

LEGENDA - LEGEND - LÉGENDE:
h: ORE - HOURS - HEURES
S: SOSTITUZIONE - REPLACE - REMPLACEMENT
C: CONTROLLO - CHECK - CONTRÔLE
(•): CONTROLLO GIOCO - CHECK CLEARANCE - CONTRÔLE JEU
P: PULIZIA - CLEAN - NETTOYAGE
R: REVISIONE - OVERHAUL - CONTRÔLE TECHNIQUE
L: INGRASSAGGIO/LUBRIFICAZIONE - GREASE/LUBRICATE - GRAISSAGE/LUBRIFICATION
*: SOSTITUIRE E / O AGGIUNGERE SE NECESSARIO - CHANGE AND/OR ADD IF NECESSARY - CHANGER ET / OU AJOUTER SI NÉCESSAIRE

NOTE - NOTES - REMARQUES:
- SOSTITUIRE LE GUARNIZIONI IN OCCASIONE DI OGNI SMONTAGGIO
  REPLACE GASKETS AND SEALS AFTER EACH REMOVAL
  REMPLACER LES JOINTS À CHAQUE DÉPOSE
- SOSTITUIRE LA VITERIA IN CASO DI DETERIORAMENTO
  REPLACE SCREWS AND BOLTS IF DAMAGED
  REMPLACER LA VISSERIE SI ENDOMMAGÉE
- DOPO PERCORRENZE SU FANGO O SABBIA EFFETTUARE UNA VERIFICA GENERALE
  PERFORM A GENERAL INSPECTION AFTER RIDING ON MUDDY OR SANDY TERRAIN
  APRÈS CHAQUE PARCOURS SUR TERRAIN BOUEUX OU SUR SABLE, FAIRE UN CONTRÔLE GÉNÉRAL

WARTUNGSPLAN (MUSS BEI EINEM HUSQVARNA-VERTRAGSHÄNDLER AUSGEFÜHRT WERDEN)
ESQUEMA DE MANTENIMIENTO PERIÓDICO (DEBE REALIZARSE EN EL CONCESIONARIO HUSQVARNA)

TXC - TE 250R / TXC - TE 310R **MOTORRADFÜRWETTRENNEN,FÜRWETTKAMPFEINSATZ: MIT VOLLER LEISTUNG** **MOTOCICLETA DE COMPETICIÓN, PARA USO COMPETITIVO: DE POTENCIA PLENA**	NACH DEN ERSTEN 2,5 STUNDEN DESPUÉS DE LAS PRIMERAS 2,5 h	ALLE 5 h CADA 5 h	ALLE 10 h CADA 10 h	ALLE 20 h CADA 20 h	ALLE 30 h CADA 30 h	ALLE 40 h CADA 40 h	ALLE 50 h CADA 50 h	ALLE 60 h CADA 60 h	ALLE 70 h CADA 70 h	ALLE 80 h CADA 80 h	ALLE 90 h CADA 90 h	ALLE 100 h CADA 100 h	**AUSWECHSELN WENN NÖTIG** **SUSTITUIR SI ES NECESARIO**
BAUTEIL **PARTE**	**STEUERUNG** **CONTROLES**	**STEUERUNG** **CONTROLES**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	
KURBELWELLE CIGÜEÑAL										S			
ZAHNRADPAAR HAUPTANTRIEB PAR ENGRANAJES TRANSM. PRIMARIA							C						X

ZEICHENERKLÄRUNG - LEYENDA:
- h: STUNDEN - HORAS
- S: AUSWECHSELN - SUSTITUCIÓN
- C: KONTROLLE - CONTROL
- (•): KONTROLLE SPIEL - CONTROL JUEGO
- P: REINIGUNG - LIMPIEZA
- R: REVISION - REVISIÓN
- L: FETTEN/ SCHMIEREN - ENGRASADO/LUBRICACIÓN
- *: WECHSELN UND/ODER AUFFUELLEN WENN NOTWENDIG - REEMPLAZAR O AÑADIR SI ES NECESARIO

ANMERKUNGEN - NOTAS:
- DIE DICHTUNGEN BEI JEDEM AUSBAU AUSWECHSELN
  SUSTITUIR LAS JUNTAS CON OCASIÓN DE CADA DESMONTAJE
- DIE SCHRAUBEN BEI SCHÄDEN ERSETZEN
  SUSTITUIR LA TORNILLERÍA EN CASO DE DETERIORO
- NACH FAHRTEN IM SCHLAMM ODER SAND EINE ALLGEMEINE KONTROLLE VORNEHMEN
  DESPUÉS DE RECORRIDOS SOBRE FANGO O ARENA, EFECTUAR UN CONTROL GENERAL

SCHEMA DI MANUTENZIONE PERIODICA (DA EFFETTUARE PRESSO IL CONCESSIONARIO HUSQVARNA)
SCHEDULED MAINTENANCE CHART (TO BE CARRIED OUT AT THE HUSQVARNA DEALER)
SCHÉMA D'ENTRETIEN PÉRIODIQUE (À EFFECTUER AUPRÈS DE VOTRE CONCESSIONNAIRE HUSQVARNA)

TE 250R / TE 310R **MOTOCICLO DI SERIE, PER USO STRADALE (A POTENZA LIMITATA)** **STANDARD MOTORCYCLE, FOR ROAD USE (DERATED)** **MOTO DE SÉRIE, POUR USAGE SUR ROUTE (À PUISSANCE LIMITÉE)**	DOPO I PRIMI 1000 KM AFTER FIRST 1000 KM APRÈS LES PREMIERS 1000 KM	OGNI 5000 KM EVERY 5000 KM TOUS LES 5000 KM	OGNI 10000 KM EVERY 10000 KM TOUS LES 10000 KM	SOSTITUIRE SE NECESSARIO REPLACE AS REQUIRED REMPLACER SI NÉCESSAIRE
PARTICOLARE **PART** **SPÉCIAL**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	
VALVOLE VALVES SOUPAPES	C (•)	C (•)	S	
MOLLE VALVOLE VALVE SPRINGS RESSORTS SOUPAPES			C	X
CATENA DISTRIBUZIONE TIMING CHAIN CHAÎNE DE DISTRIBUTION			S	
PATTINO CATENA DISTRIBUZIONE TIMING CHAIN SLIDER PATIN CHAÎNE DE DISTRIBUTION		C	S	
INGRANAGGIO CONDOTTO DISTRIBUZIONE TIMING DRIVEN GEAR ENGRENAGE CONDUIT DE DISTRIBUTION			C	X
INGRANAGGIO CONDUTTORE DISTRIBUZIONE TIMING DRIVE GEAR ENGRENAGE CONDUCTEUR DE DISTRIBUTION			C	
TENDITORE CATENA DISTRIBUZIONE TIMING CHAIN TENSIONER TENDEUR CHAÎNE DE DISTRIBUTION			C	
RACCORDO DI ASPIRAZIONE E FASCETTE INTAKE MANIFOLD AND CLAMPS RACCORD ADMISSION ET COLLIER	C	C	S	X
CILINDRO COMPLETO COMPLETE CYLINDER CYLINDRE COMPLET			C	X

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WARTUNGSPLAN (MUSS BEI EINEM HUSQVARNA-VERTRAGSHÄNDLER AUSGEFÜHRT WERDEN) ESQUEMA DE MANTENIMIENTO PERIÓDICO (DEBE REALIZARSE EN EL CONCESIONARIO HUSQVARNA)				
TE 250R / TE 310R **SERIENMÄSSIGES MOTORRAD, FÜR STRASSENEINSATZ (MIT BEGRENZTER LEISTUNG)** **MOTOCICLETA DE SERIE, PARA USO EN CARRETERA (DE POTENCIA LIMITADA)**	NACH DEN ERSTEN 1000 KM DESPUÉS DE LOS PRIMEROS 1000 KM	ALLE 5000 KM CADA 5000 KM	ALLE 10000 KM CADA 10000 KM	AUSWECHSELN WENN NÖTIG SUSTITUIR SI ES NECESARIO
BAUTEIL **PARTE**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	
VENTILE VÁLVULAS	C (•)	C (•)	S	
VENTILFEDERN MUELLES VÁLVULAS			C	X
VENTILSTEUERKETTE CADENA DE DISTRIBUCIÓN			S	
KETTENSPANNERAUFLAGE VENTILSTEUERKETTE PATÍN CADENA DE DISTRIBUCIÓN		C	S	
ANGETRIEBENES ZAHNRAD VENTILSTEUERUNG ENGRANAJE CONDUCIDO DISTRIBUCIÓN			C	X
ANTRIEBS-ZAHNRAD VENTILSTEUERUNG ENGRANAJE CONDUCTOR DISTRIBUCIÓN			C	
KETTENSPANNER VENTILSTEUERKETTE TENSOR CADENA DISTRIBUCIÓN			C	
ANSCHLUSS UND SCHELLEN EMPALME DE ASPIRACIÓN Y BANDAS	C	C	S	X
ZYLINDER KOMPLETT CILINDRO COMPLETO			C	X

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SCHEMA DI MANUTENZIONE PERIODICA (DA EFFETTUARE PRESSO IL CONCESSIONARIO HUSQVARNA)
SCHEDULED MAINTENANCE CHART (TO BE CARRIED OUT AT THE HUSQVARNA DEALER)
SCHÉMA D'ENTRETIEN PÉRIODIQUE (À EFFECTUER AUPRÈS DE VOTRE CONCESSIONNAIRE HUSQVARNA)

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PARTICOLARE **PART** **SPÉCIAL**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	**TAGLIANDO** **SERVICE COUPON** **CONTRÔLE TECHNIQUE**	
PISTONE COMPLETO COMPLETE PISTON PISTON COMPLET			S	
ALBERO MOTORE COMPLETO COMPLETE CRANKSHAFT VILEBREQUIN COMPLET			S	
CUSCINETTI BASAMENTO CRANKCASE BEARINGS ROULEMENTS BLOC MOTEUR			S	
PARAOLIO ALBERO MOTORE CRANKSHAFT OIL SEAL JOINT PARE-HUILE VILEBREQUIN			C	X
OLIO MOTORE E FILTRO OLIO ENGINE OIL AND OIL FILTER HUILE MOTEUR ET FILTRE À HUILE	S	S	S	
POMPA OLIO OIL PUMP POMPE À HUILE			C	
COPPIA INGRANAGGI TRASM. PRIMARIA PRIMARY DRIVE GEAR PAIR COUPLE ENGRENAGES TRANSM. PRIMAIRE		C		X
MOZZO FRIZIONE CLUTCH HUB NOIX D'EMBRAYAGE		C		X
DISCHI FRIZIONE CLUTCH PLATES DISQUES EMBRAYAGE		C	C	X

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BAUTEIL **PARTE**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	**WARTUNGS COUPON** **CUPÓN**	
KOLBEN KOMPLETT PISTÓN COMPLETO			S	
KOMPLETTE KURBELWELLE CIGÜEÑAL COMPLETO			S	
KURBELGEHÄUSELAGER COJINETES BASE			S	
ÖLDICHTRING DER KURBELWELLE RETÉN DE ACEITE CIGÜEÑAL			C	X
MOTORÖL UND ÖLFILTER ACEITE MOTOR Y FILTRO ACEITE	S	S	S	
ÖLPUMPE BOMBA ACEITE			C	
ZAHNRADPAAR HAUPTANTRIEB PAR ENGRANAJES TRANSM. PRIMARIA		C		X
KUPPLUNGSNABE CUBO EMBRAGUE		C		X
KUPPLUNGSSCHEIBEN DISCOS EMBRAGUE		C	C	X

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PIATTO SPINGIDISCHI FRIZIONE CLUTCH PRESSURE PLATE PLATEAU POUSSOIR EMBRAYAGE			C	X
MOLLE FRIZIONE CLUTCH SPRINGS RESSORTS EMBRAYAGE			C	X
ASTINA DISINNESTO FRIZIONE CLUTCH PUSHROD TIGE DE DÉBRAYAGE			C	X
PIGNONE USCITA CAMBIO TRANSMISSION SPROCKET PIGNON SORTIE BOÎTE DE VITESSES		C	C	X
INGRANAGGI AVVIAMENTO STARTER GEARS ENGRENAGES DÉMARREUR			C	X
PEDALE AVVIAMENTO KICK START PEDAL PÉDALE DÉMARREUR			L	
PEDALE COMANDO CAMBIO GEAR SHIFT PEDAL PÉDALE COMMANDE BOÎTE DE VITESSES		C		X
CANDELA ACCENSIONE SPARK PLUG BOUGIE D'ALLUMAGE		P	S	
FILTRO ARIA AIR FILTER FILTRE À AIR		P, L	P, L	X

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KUPPLUNGS-DRUCKPLATTE PLATO DE APRIETE EMBRAGUE			C	X
KUPPLUNGSFEDERN MUELLES EMBRAGUE			C	X
STANGE ZUM AUSKUPPELN DER KUPPLUNG VARILLA DESACOPLAMIENTO EMBRAGUE			C	X
GETRIEBE-AUSGANGSRITZEL PIÑÓN SALIDA CAMBIO		C	C	X
ANLASSER-ZAHNRÄDER ENGRANAJES ARRANQUE			C	X
KICKSTARTERPEDAL PEDAL ARRANQUE			L	
SCHALTPEDAL PEDAL MANDO CAMBIO		C		X
ZÜNDKERZE BUJÍA ENCENDIDO		P	S	
LUFTFILTER FILTRO AIRE		P, L	P, L	X

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RADIATORI RADIATORS RADIATEURS			C	
TUBAZIONI ACQUA E FASCETTE WATER HOSES AND CLAMPS TUYAUX EAU ET COLLIERS		C	C	
TUBAZIONE RADIATORI/POMPA ACQUA RADIATORS TO WATER PUMP HOSE TUYAUX RADIATEURS/POMPE À EAU		C	C	
FLUIDO REFRIGERANTE CRANKSHAFT OIL SEAL LIQUIDE DE REFROIDISSEMENT	C	C		
PEDANE APPOGGIAPIEDI, PERNI, MOLLE FOOTPEGS, PINS, SPRINGS PLAQUE REPOSE-PIEDS, GOUJONS, RESSORTS		C		X
PERNI FISS. TELAIETTO, PERNI FISS. MOTORE REAR CHASSIS MNTG BOLTS, ENGINE MNTG BOLTS GOUJONS FIX. CADRE, GOUJONS FIX. MOTEUR	C		C	
CAVALLETTO LATERALE SIDE STAND BÉQUILLE LATÉRALE		C		
RULLO GUIDACATENA, CUSCINETTO CHAIN GUIDE ROLLER, BEARING ROULEAU GUIDE-CHAÎNE, ROULEMENT		C	C	X
TESTA DI STERZO, BASE DI STERZO CON PERNO STEERING HEAD, BOTTOM YOKE WITH STEM TUBE DE DIRECTION, TÉ DE DIRECTION AVEC AXE			L	

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KÜHLER RADIADORES			C	
WASSERLEITUNGEN UND SCHELLEN TUBERÍAS AGUA Y ANILLAS		C	C	
LEITUNG KÜHLER/ WASSERPUMPE TUBERÍA RADIADORES/BOMBA AGUA		C	C	
KÜHLFLÜSSIGKEIT LÍQUIDO REFRIGERANTE	C	C		
FUSSRASTEN, BOLZEN, FEDERN ESTRIBO REPOSAPIÉS, PERNOS, MUELLES		C		X
BEF.BOLZEN HECKRAHMEN, BEF.BOLZEN MOTOR PERNOS DE FIJACIÓN SUBCHASIS, PERNOS DE FIJACIÓN MOTOR	C		C	
SEITENSTÄNDER CABALLETE LATERAL		C		
KETTEN-FÜHRUNGSROLLE, LAGER RODILLO GUÍA CADENA, COJINETE		C	C	X
LENKKOPF, LENKLAGER MIT BOLZEN CABEZAL DE DIRECCIÓN, BASE DE DIRECCIÓN CON PERNO			L	

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FORCELLA ANTERIORE FRONT FORK FOURCHE AVANT			R	
ATTACCHI MANUBRIO CON FISSAGGI HANDLEBAR MOUNTS WITH FASTENERS RACCORDS GUIDON AVEC FIXATIONS	C		C	
BUSSOLA FORCELLONE POSTERIORE REAR SWINGING ARM BUSHING DOUILLE FOURCHE ARRIÈRE			C	
PATTINO CATENA POSTERIORE REAR CHAIN SLIDER PATIN CHAÎNE ARRIÈRE	C	C		X
BUSSOLE LEVERAGGI SOSPENSIONE POST. REAR SUSPENSION LINKAGE BUSHINGS DOUILLES LEVIER-RAYONS SUSPENSION ARRIÈRE.			C	X
GUIDACATENA/COPRICATENA CHAIN GUIDE/CHAIN GUARD GUIDE-CHAÎNE/COUVRE-CHAÎNE	C	C		X
GABBIE A RULLI, SPINOTTI LEVER. SOSP. POST. ROLLER CAGES, LINKAGE PINS OF REAR SUSP. CAGES À TAMBOURS, AXES LEVIER-RAYONS SUSP. ARRIÈRE		L		
AMMORTIZZATORE POSTERIORE REAR SHOCK ABSORBER AMORTISSEUR ARRIÈRE			C	
COMANDO GAS COMPLETO COMPLETE THROTTLE CONTROL COMMANDE GAZ COMPLÈTE		C, L		

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VORDERRADGABEL HORQUILLA DELANTERA			R	
LENKERBEFESTIGUNGEN UND BEFESTIGUNGEN EMPALMES MANILLAR Y FIJACIONES	C		C	
BUCHSE HINTERE SCHWINGE CASQUILLO HORQUILLA TRASERA			C	
KETTENSPANNERAUFLAGE HINTERE KETTE PATÍN CADENA TRASERA	C	C		X
BUCHSEN HINTERES AUFHÄNGUNGS-HEBELWERK CASQUILLOS JUEGO DE PALANCAS SUSPENSIÓN TRASERA			C	X
KETTENFÜHRUNG/ KETTENABDECKUNG GUIACADENA/CUBRECADENA	C	C		X
ROLLENKÄFIGE STIFTE HINTERES AUFHÄNGUNGS-HEBELWERK . JAULAS DE RODILLOS, ESPÁRRAGOS JUEGOS DE PALANCAS SUSP. TRASERA		L		
HINTERER STOSSDÄMPFER AMORTIGUADOR TRASERO			C	
GASGRIFF KOMPLETT MANDO ACELERADOR COMPLETO		C, L		

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COMANDO FRIZIONE COMPLETO COMPLETE CLUTCH CONTROL COMMANDE EMBRAYAGE COMPLÈTE		C	R	
CAVI GAS THROTTLE CABLES CÂBLES GAZ		C	L	X
DISCO FRENO ANTERIORE FRONT BRAKE DISC DISQUE FREIN AVANT			C	X
FLUIDO IMPIANTO FRENANTE ANTERIORE FRONT BRAKING SYSTEM FLUID FLUIDE CIRCUIT DE FREINAGE AVANT		C	S	
DISCO FRENO POSTERIORE REAR BRAKE DISC DISQUE FREIN ARRIÈRE			C	X
FLUIDO IMPIANTO FRENANTE POSTERIORE REAR BRAKING SYSTEM FLUID FLUIDE CIRCUIT DE FREINAGE ARRIÈRE		C	S	
PASTIGLIE FRENI BRAKE PADS PLAQUETTES DE FREINS	C	C	C	X
TUBAZIONI POMPA/PINZA IMPIANTI FRENANTI MASTER CYLINDER TO BRAKE CALLIPER HOSES TUYAUX POMPE/ÉTRIER SYSTÈMES DE FREINAGE			C	X
TUBAZIONI CARBURANTE FUEL PIPES TUYAUX CARBURANT			C	X

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KUPPLUNGSHEBEL KOMPLETT MANDO EMBRAGUE COMPLETO		C	R	
GASZÜGE CABLES ACELERADOR		C	L	X
BREMSSCHEIBE VORDERRADBREMSE DISCO FRENO DELANTERO			C	X
BREMSFLÜSSIGKEIT VORDERRAD-BREMSANLAGE FLUIDO INSTALACIÓN DE FRENADO DELANTERA		C	S	
BREMSSCHEIBE HINTERRADBREMSE DISCO FRENO TRASERO			C	X
BREMSFLÜSSIGKEIT HINTERRAD-BREMSANLAGE FLUIDO INSTALACIÓN DE FRENADO TRASERA		C	S	
BREMSBELÄGE PASTILLAS FRENOS	C	C	C	X
LEITUNGEN HAUPTBREMSZYLINDER/ BREMSSATTEL BREMSANLAGEN TUBERÍAS BOMBA/PINZA INSTALACIONES DE FRENADO			C	X
KRAFTSTOFFLEITUNGEN TUBERÍAS CARBURANTE			C	X

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TUBO DI SCARICO E SILENZIATORE EXHAUST PIPE AND SILENCER POT D'ÉCHAPPEMENT ET SILENCIEUX		C		X
TENSIONE RAGGI RUOTE WHEEL SPOKE TENSION TENSION RAYONS ROUES	C		C	
CUSCINETTI MOZZI RUOTE WHEEL HUB BEARINGS ROULEMENTS MOYEUX ROUES			C	X
CORONA POSTERIORE REAR CHAIN SPROCKET COURONNE ARRIÈRE		C	S	
SERRAGGIO VITI CORONA SPROCKET BOLT TIGHTENING SERRAGE VIS COURONNE	C	C	C	
CATENA TRASMISSIONE SECONDARIA SECONDARY DRIVE CHAIN CHAÎNE TRANSMISSION SECONDAIRE	C, L	C, L	C, L	X
SERRAGGIO BULLONERIA TORQUE OF NUTS AND BOLTS SERRAGE DES BOULONS	C	C		

LEGENDA - LEGEND - LÉGENDE:
- S: SOSTITUZIONE - REPLACE - REMPLACEMENT
- C: CONTROLLO - CHECK - CONTRÔLE
- (•): CONTROLLO GIOCO - CHECK CLEARANCE - CONTRÔLE JEU
- P: PULIZIA - CLEAN - NETTOYAGE
- R: REVISIONE - OVERHAUL - CONTRÔLE TECHNIQUE
- L: INGRASSAGGIO/LUBRIFICAZIONE - GREASE/LUBRICATE - GRAISSAGE/LUBRIFICATION

NOTE - NOTES - REMARQUES:
- SOSTITUIRE LE GUARNIZIONI IN OCCASIONE DI OGNI SMONTAGGIO
  REPLACE GASKETS AND SEALS AFTER EACH REMOVAL
  REMPLACER LES JOINTS À CHAQUE DÉPOSE
- SOSTITUIRE LA VITERIA IN CASO DI DETERIORAMENTO
  REPLACE SCREWS AND BOLTS IF DAMAGED
  REMPLACER LA VISSERIE SI ENDOMMAGÉE
- DOPO PERCORRENZE SU FANGO O SABBIA EFFETTUARE UNA VERIFICA GENERALE
  PERFORM A GENERAL INSPECTION AFTER RIDING ON MUDDY OR SANDY TERRAIN
  APRÈS CHAQUE PARCOURS SUR TERRAIN BOUEUX OU SUR SABLE, FAIRE UN CONTRÔLE GÉNÉRAL

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AUSPUFFROHR UND SCHALLDÄMPFER TUBO DE ESCAPE Y SILENCIADOR		C		X
SPANNUNG RADSPEICHEN TENSIÓN RADIOS RUEDAS	C		C	
RADNABENLAGER COJINETES CUBOS RUEDAS			C	X
HINTERER ZAHNKRANZ CORONA TRASERA		C	S	
FESTZIEHEN SCHRAUBEN ZAHNKRANZ APRIETE TORNILLOS CORONA	C	C	C	
SEKUNDÄRANTRIEBSKETTE CADENA TRANSMISIÓN SECUNDARIA	C, L	C, L	C, L	X
FESTZIEHEN SCHRAUBEN UND BOLZEN APRIETE TORNILLERÍA	C	C		

ZEICHENERKLÄRUNG - LEYENDA:

S: AUSWECHSELN - SUSTITUCIÓN
C: KONTROLLE - CONTROL
(•): KONTROLLE SPIEL - CONTROL JUEGO
P: REINIGUNG - LIMPIEZA
R: REVISION - REVISIÓN
L: FETTEN/ SCHMIEREN - ENGRASADO/LUBRICACIÓN

ANMERKUNGEN - NOTAS:

- DIE DICHTUNGEN BEI JEDEM AUSBAU AUSWECHSELN
  SUSTITUIR LAS JUNTAS CON OCASIÓN DE CADA DESMONTAJE
- DIE SCHRAUBEN BEI SCHÄDEN ERSETZEN
  SUSTITUIR LA TORNILLERÍA EN CASO DE DETERIORO
- NACH FAHRTEN IM SCHLAMM ODER SAND EINE ALLGEMEINE KONTROLLE VORNEHMEN
  DESPUÉS DE RECORRIDOS SOBRE FANGO O ARENA, EFECTUAR UN CONTROL GENERAL